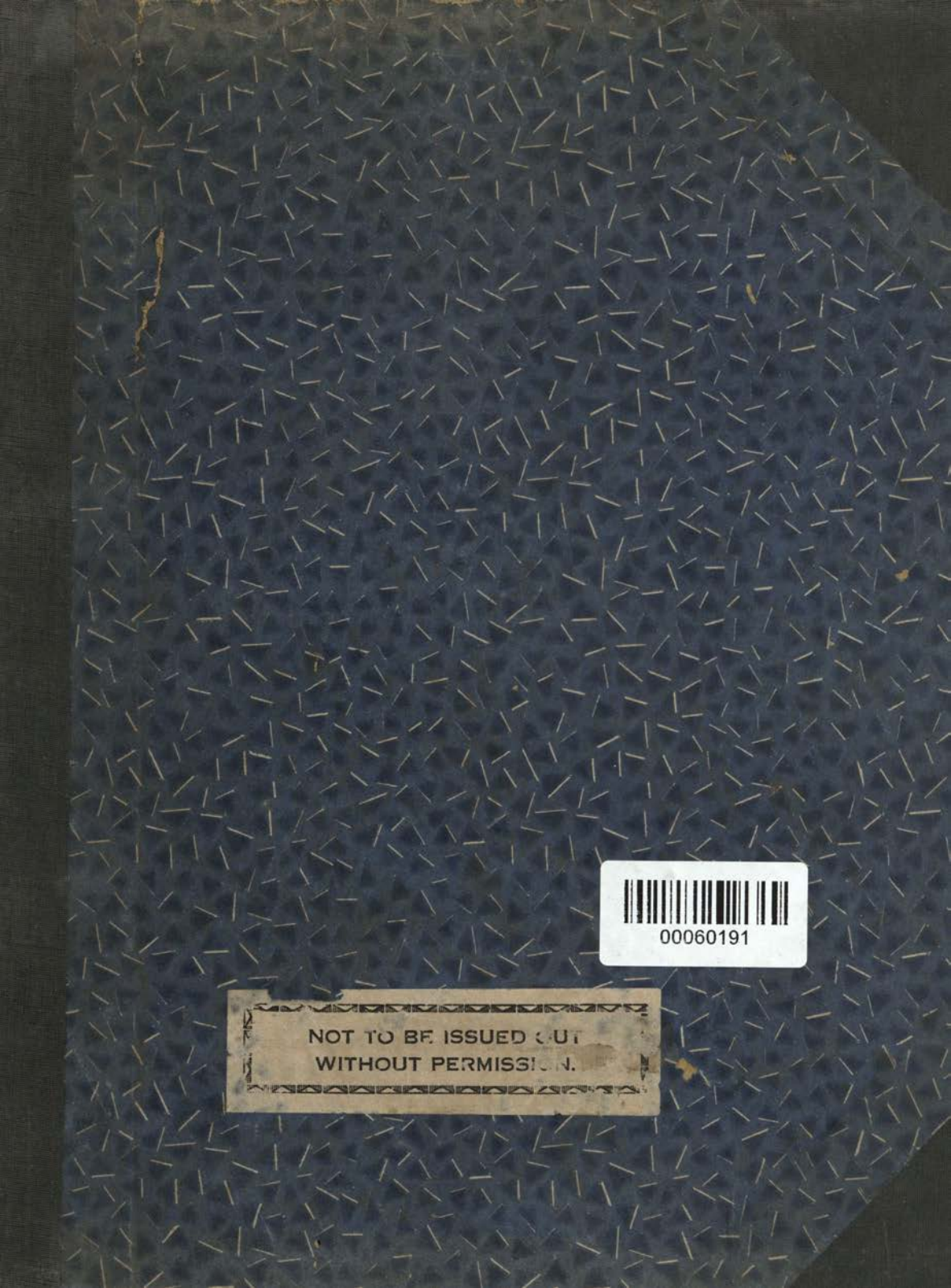
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RECORD

OF THE

EXPEDITION TO ABYSSINIA

COMPILED BY ORDER OF THE

SECRETARY OF STATE FOR WAR.

BY

MAJOR TREVENEN J. HOLLAND, C.B. BOMBAY STAFF CORPS

AND

CAPTAIN HENRY M. HOZIER, 3RD DRAGOON GUARDS

VOL. I

UNDER THE DIRECTION OF

COLONEL SIR HENRY JAMES R.E. F.R.S. M.R.I.A. &c.

DIRECTOR OF THE

TOPOGRAPHICAL AND STATISTICAL DEPARTMENT.

WAR OFFICE.

1870.

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ERRATA.

Page 8[illegible]	Add "(Ed.)" to foot note.
„ 14[illegible]	Foot note, after "equal," add "to."
„ 15[illegible]	Foot note, add "s" to "chapter."
„ 175	First foot note, omit the word "postal."
„ 179	Asterisks before names of Captain Murray, Colonel Penn, and Colonel Cameron, should be omitted.
„ 184	Foot note, for "3" read "83."
„ 200.	For note, commencing "No statement," . . . substitute "A list of dead stock and consumable articles sent from Bombay and Kurrachee will be found in Chapter XXIV."
„ 306.	Foot note, for "XXXVI" read "XXXV."
„ 384.	Last line but three, for "their" read "the."
„ 442.	"Accounts," 7th line, for "matters" read "masters."

MAPS AND SKETCHES.

"The Sur[illegible]	Passes" should face page 328, *not* 320.
"Tanks an[illegible]	troughs" should be at page 320, *not* 313.

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PREFACE.

THE Secretary of State for War having directed that a complete record of the British Expedition to Abyssinia should be prepared at the Topographical and Statistical Department of the War Office, the following work has been compiled under my direction from all the available official documents connected with the force which took part in the enterprise.

The perusal of the large amount of manuscript which was necessary, the arrangement of the materials, and the comparisons of many different authorities has been a matter of no little labour, and the printing of the resultant work has been itself no light task.

As the greater portion of the preparations for the Expedition were carried out at Bombay, Major T. J. Holland, C.B., Assistant Quartermaster-General of the Bombay Army, who superintended the embarkation arrangements at Bombay, and was in charge of the Quartermaster-General's Department at the Head-Quarters of the Force throughout the campaign, has been employed by the War Office, with the concurrence of the Secretary of State for India, to aid in the compilation. To him and Captain H. M. Hozier, of this office, the task of the preparation of these records has been entrusted, and it has been performed in a manner which will sustain the high reputation of those officers for intelligence and zeal in the performance of their duties on the Staff of the Army in Abyssinia.

The illustrations and plans to accompany the work have been executed with great care and attention by the artists of the Topographical Department, and have been derived from a careful selection of the most authentic sources.

HENRY JAMES, *Colonel Royal Engineers,*
Director-General of the Topographical Department of the War Office.

Topographical and Statistical Department,
War Office, 1st March, 1870.

NTRODUCTORY REMARKS.

THE following record of the antecedents and incidents of the British Expedition to Abyssinia has been compiled from official sources.

The work has been divided into two volumes, the general plan of it being as follows :—The earlier chapters, from information gleaned from the India Office records, are devoted to the preparations for the Expedition both in England and in India. The central portion, compiled from the daily and fortnightly journals of Officers of the Quartermaster-General's and Political Departments, shows in detail the operations of the Force in the field; and the concluding chapters give a general *résumé* of the working in the field of each Department attached to it.

A general outline of the subjects referred to in each chapter will be found in the first pages of each volume, and information on any special subject may be obtained by a reference to the general index at the end of the second volume. An index will also be found at the end of the first volume referring to all matter contained therein.

The smaller maps, and the sketches, are placed in positions to illustrate the portions of the letterpress which refer to them. The larger maps have been collected together under a separate cover.

We have attempted, as far as possible, to make each chapter complete in itself; where any subject has necessarily been treated under different heads, the subjoined foot-notes will guide the reader.

We are much indebted for the complete state in which we are enabled to issue the work to the Secretary of State for India, who placed at our disposal all the documents in the archives of the India Office, and has assisted us much by obtaining valuable information from the Governments of India and of Bombay.

The main portion of the information comprised in the work is derived from the records of the India Office, Horse Guards, and Admiralty, the despatches and correspondence of Lord Napier of Magdala, Sir Charles Staveley, Sir George Malcolm, Sir Leopold Heath, and other officers in positions of command,—from the records of the departments of the Adjutant-General of the Force under Colonel the Hon. F. Thesiger, C.B.,—of the Quartermaster-General under Major Holland, C.B., —of the Military Secretary under Colonel Dillon, C.B., and of the Political Secretary under

Major Tweedie, as well as from the records of the Medical Department under Inspector-General of Hospitals S. Currie, C.B. We are specially indebted to Colonel R. Phayre, C.B., for his valuable reports describing the line of route, scenery, &c., from which reports we have been enabled to give a complete description of the country marched over by the Force. Much information has also been obtained from special reports furnished by Colonels Sir W. L. Merewether, K.C.S.I., R. Warden, T. W. Milward, C.B., H. Wallace, C.B., and H. St. C. Wilkins, Captains G. Tryon, C.B., R.N., and T. Fellowes, C.B., R.N.; Surgeon-Majors J. Lumsdaine and Roch; Lieutenant-Colonels J. A. Grant, C.B., C.S.I., F. P. Mignon, and F. Roberts, V.C.; Principal Veterinary Surgeon J. B. Hallen; and Majors J. S. Hand, W. W. Goodfellow, C.B., A. Le Messurier, O. St. John, T. T. Carter, and other officers attached to the Force.

The greater proportion of the plans were obtained from the Royal Engineer and Quarter-master-General's Departments. The sketches have been produced from drawings by various officers and gentlemen connected with the Force, whose names are affixed to the illustrations, and from photographs made by the 10th Company of Royal Engineers.

TREVENEN J. HOLLAND.
HENRY M. HOZIER.

GENERAL TOPOGRAPHY OF ABYSSINIA.

Ignorance of resources of Abyssinia.

WHEN the British Expedition to Abyssinia was contemplated, little was known of the topography or resources of the country. Some travellers had passed through its rugged valleys or wandered round its mountain fastnesses; but these, accompanied by a small cavalcade alone, or by a diminutive following, had no care to observe the amount of food or forage which might be available for the sustenance of an army. What appeared to them a sufficiency of food or water for the requirements of their small encampment would be totally useless for even the passing detachments of a large host; while obstacles which to them appeared impassable and stupendous, would fade away before the disciplined labour of an army. Hence, for military purposes, their accounts were not to be thoroughly trusted; but they were of some value. Colonel Merewether had also made some reconnaissances of the coast of the Red Sea and of the ports which lead to Abyssinia. These being taken from a military point of view were of advantage, but they told little of the interior of the country.

Topographical Department Records.

Colonel Cooke, of the Topographical Department of the War Office, by the direction of Sir Henry James, Director of that Department, as soon as the Abyssinian Expedition was mooted, collected all the information bearing on the military resources of the country which could be culled from the pages of travellers, and condensed his deductions in a portable form. His compilation was of service to the Expedition. Sir Robert Napier, also anticipating the possibilities of an Expedition to Abyssinia, had, so early as the month of May, placed in the hands of Colonel Phayre, Quartermaster-General at Bombay, all the books in the library of the Asiatic Society, and all the Government records relating to Abyssinia, with instructions to extract all information likely to be useful for military purposes. Colonel Phayre waded through a vast mass of travels and correspondence, and prepared a condensed and valuable extract, which was ready when the Expedition was determined upon.

Information obtained by the Quarter-master-General's Department.

Highlands and Lowlands.

It appeared from the result of these investigations that although Abyssinia is often represented on maps as bounded on the east by the Red Sea, Abyssinia proper consists of a high mountainous table-land, the eastern boundary of which may be considered roughly as following the 40th degree of east longitude. Between this mountainous region and the sea there is a tract of arid, low-lying, waterless country, inhabited by the savage Shoho and Afer tribes; this region at Massowah is only a few miles broad, but it widens out to 200 or 300 miles at Tajurrah. In climate, inhabitants, soil, cultivation, &c., these two regions are totally opposite, the high lands being salubrious, temperate, generally well watered, and traversed by paths in every direction, whilst the low country is arid, waterless, and with few exceptions trackless and uncultivated.

Three points of entrance into Abyssinia.

This inhospitable region effectually cuts off the highlands from all communication with the sea, except at three points, Massowah and its neighbourhood on the north, Amphilla Bay about 100 miles to the south-east, and Tajurrah on the south. From these three points the roads into

the interior are of a very different character, for at Massowah they at once climb the eastern boundary of the highlands, and continue along the elevated land, whilst from Tajurrah they have to traverse 200 or 300 miles, and from Amphilla Bay from 50 to 100 miles, of the low lying country before they reach the highlands.

The different character of the high and low country had an important bearing on the nature of the transport, for, whilst in the latter, camels might be chiefly used, these animals are useless in the highlands, where they must be replaced by asses, mules, oxen, elephants, or men.

There is also a way of approach by Suakin to Kassala, an Egyptian town on the north-west frontier of Abyssinia. From Khartum and other places on the Nile there are also roads into the interior of the country.

Route to Gondar.

After traversing 30 or 40 miles of hot, low-lying desert country, the usual road from Massowah to Gondar ascends the valley of the Hadas and leads to the plateau through the Taranta Pass. This pass was described by all travellers as one of great difficulty, up which in some places loaded animals could with difficulty make their way. It could be avoided by going round to the north, where there were at least two paths, one of which was followed by Ferret and Galinier, on their return to Massowah, in 1842, and the other by Mansfield Parkyns, on his way to Adowa, in 1843. None of these travellers described the same difficulties on reaching the high land by those routes as were experienced in the Taranta Pass. M. Münzinger had also given a description of two paths by which the table-land could be reached in the direction of Kaya Khor. Of this line Dr. Beke, writing in 1842, said:—"After quitting the table-land of Serae "at Gura, I descended from Kayakhor to Massowah by a gradual and easy road, well watered, "and occupying two days and a half, very gentle travelling. This is so much superior to the "steep way up the Taranta, that it is now generally chosen by Europeans." Dr. Beke also stated that the Taranta Pass might be avoided by ascending from the head of Annesley Bay to Senafé. This route was afterwards ascertained to be the one best suited for the march of the Army.

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When the high land is reached, the country for the whole distance to Gondar and Magdāla presents alternations of fertile land, rocky barren tracts, mountain passes and defiles. The table-land lies from 6,000 to 9,000 feet above the sea, and the mountains rise to the height of 10,000 and 15,000 feet, the whole country being broken and tossed about in a remarkable degree. With the exception of the first 50 or 60 miles after leaving Massowah, there seemed to be generally no want of water; but the existence of this necessary could not be relied upon in sufficient quantity for a body of troops attended by a transport train. There are numerous paths between the villages, but none that deserve the name of roads. Mansfield Parkyns said on this head, "For some distance after passing the church we continued in the great Gondar road. This "appellation may give an idea of macadamising, with footpaths alongside, fences, &c., but here "the high road is only a track worn by use, and a little larger than the sheep paths, from the "fact of more feet passing over it. The utmost labour bestowed on any road in this country is "when some traveller, vexed with a thorn that may happen to strike his face, draws his sword "and cuts off the spray. Even this is rarely done; and I have been astonished at seeing many "highways, and even some of the most used, rendered almost impassable by the number of thorns "which are allowed to remain spread across them". The track he was following when he penned these observations, was the great caravan road from Gondar, the capital of Abyssinia, to the Red Sea. Ferret and Galinier also talked of the roads as what would be called in France

"sentiers"; and they said of the high road to Gondar, "il serpente au hasard sur les flancs des "collines, au milieu des prairies."

Route to Magdāla by Antalo.

Besides the main road from Massowah to Gondar by Adoa, there was also, according to Dr. Beke, a second great caravan road from north to south of Abyssinia, from Massowah, through Antalo and Sokota. Antalo (latitude 13¼°, longitude 39½°) might be reached either through Adigrat by the route followed by Rüppell and Ferret and Galinier, or through Adoa, as travelled by Beke, or by an intermediate route followed by Salt. Magdāla, according to Dr. Beke* and Dr. Blanc, could be more easily reached from the direction of Sokota than from that of Debra-Tabor.

Rivers.

There are numerous streams and rivers and high mountain passes to be traversed on these highlands. The Takazze is one of the principal rivers; it runs at right angles to the roads from Gondar to the sea. It was described by Parkyns, who crossed it in the rainy season, as nearly equal in volume to the Thames at Greenwich, but resembling in rapidity the Rhone when it leaves Lake Geneva; in the dry season it was fordable; Bruce described it as flowing in a "prodigious valley." Ferret and Galinier say: "The ravine in which it runs is one of the steepest possible. "At the most favourable point it is not less than 2,000 feet deep, the breadth of the river is about "60 feet, and its depth in March not more than 3 or 4 feet, it is then fordable almost everywhere. "In the rainy season it overflows its bank, and its depth is of tenfrom 15 to 18 feet." Parkyns said that mountains, almost impregnable by nature, were common in this country.

One important feature of Abyssinia is the existence of ranges of snow-topped mountains in the provinces of Semen and Lasta, which stretch at right angles to the roads leading from the north towards Gondar and Magdāla, and the passes through which were described as of the most formidable character. The two principal passes leading to Gondar are the Lamalmon and Silki. Of the first, Ferret and Galinier said:—"We found ourselves in the Lamalmon, which sinks "into the plains of Wogera. All at once an immense gulf opened under our feet. We got "off our mules, and leading them by the bridle, descended the mountains by a precipitous "path, blocked with fragments of rock, which threatened at every step to precipitate us into "the abyss on our left."

Passes.

Bruce said of the same pass: "We were now ascending the Lamalmon through a very "narrow road, or rather path, for it scarcely was two feet wide anywhere. It was a spiral, "winding up the side of a mountain, always on the very brink of a precipice. Torrents of water, "which in winter carry prodigious stones down the side of the mountains, had divided the path "in several places, and opened to us a view of that dreadful abyss below which few heads can "bear to look upon. We were here obliged to unload our baggage, and, by slow degrees, crawl "up the hill, carrying them little by little upon our shoulders round those chasms where the road "was intersected."

Combes and Tamisier thus spoke of the Silki Pass:—"We then abandoned the banks of the "river to mount by an infernal path. . . . At length we arrived at the top of the prodigious "mass. On every side still more colossal mountains raised their heads, between which was the "path which we had to follow. . . . . After marching two hours we passed the gate called "Sanka Ber, *closing the finest and perhaps the only road in Abyssinia, carried along the side of a* "high mountain, inaccessible from the top to the bottom."

Mr. Pearce appears to have struck a mountain range after passing Lake Ashangi, as he talks

* Letter to Secretary of State for War, 9th August, 1867.

of intense cold, with hoar frost on the ground, and when near Sokota, the capital of Lasta, he says: "This province is extremely mountainous throughout, and forms an almost impenetrable "barrier between the two great divisions of Abyssinia, generally comprehended under the name "of Amhara and Tigré, two passes only existing through the mountains, which are easily com- "manded by a small number of troops."

Krapf, when near Lake Ashangi, in about latitude 12½°, said: "Our passage was sometimes "extremely difficult and narrow. The banks of the mountains had sometimes the appearance "of high walls of rocks, a step from which would cause certain death."

Combes and Tamisier, speaking of Semen, said: "It is the highest land in Abyssinia; its "mountains are almost continually covered with snow on their highest tops"; and of Lasta, "It "is very mountainous, and entire armies have been known to perish there of snow. Its inhabi- "tants are warlike."

Climate.

These highlands are very healthy. They were stated by Parkyns to "enjoy probably as "salubrious a climate as any country on the face of the globe. The heat is by no means "oppressive, a fine light air counteracting the power of the sun. At certain seasons of the year "the low valleys, as of the Mareb and Takazze, especially the former, are much to be feared "from the malaria which prevails and which brings on, in persons exposed to its influence, most "terrible inflammatory fevers, of which four cases out of five are fatal."*

There is a dry and rainy season in these highlands. The latter extends from May to September, and, with the exception of a few showers in the beginning of November, little more rain falls during the year. Bruce gave the rainfall from a register kept at Gondar and Koscam, as follows:—

	Gondar, 1770.	Koscam, 1771.
	Inches.	Inches.
March and April	·039	·749
May	2·717	2·501
June	4·307	6·388
July	10·089	14·360
August	15·569	10·019
September	2·838	7·338

After which it rained no more, except at the beginning of November. During the rainy season the rain almost invariably falls in the afternoon and night. From Bruce's diary of the weather during the rainy months, it appears that there was hardly a single instance of rain falling between 6 A.M. and noon.†

Temperature.

The temperature of the highlands is mild, but at great elevations the cold is severe.

* Bruce said of the Takazze: "From the falling of the first rains in March till November, it is death to sleep "in the country adjoining to it, both within and without its banks; the whole inhabitants retire and live in "villages on the top of the neighbouring mountains."

† There seemed no reason to suppose that the highlands, as a rule, were unhealthy in the rainy season. Dr. Blanc wrote from Magdala, March 31st, 1867:—"I believe the rainy season would be the most favourable "time for a campaign in this country. The rain by itself is not very severe; the sky being cloudy, the weather "is always agreeable and cool. There is no sickness during that period; it is before and after that certain "localities are unhealthy."

Bruce gives a series of daily observations at Gondar, 7,420 feet above the sea, from which the following is extracted:— Observations at Gondar.

Month.	6 A.M.	Noon.
	°	°
January	61 to 66	69 to 75
February	63 „ 70	69 „ 76
March	56 „ 69	73 „ 83
April	59 „ 73	75 „ 85
May	60 „ 74	73 „ 80
June	60 „ 65	63 „ 69
July	55 „ 61	55 „ 65
August	55 „ 58	58 „ 63
September	50 „ 67	61 „ 68
October	56 „ 61	63 „ 69
November	59 „ 61	60 „ 72
December	59 „ 63	67 „ 72

Harris gave the following as the temperature of Ankober, the capital of Shoa, which is in the hill country, 8,200 feet above the sea. Observations at Ankober.

Month.	Mean of Month.	Maximum.	Minimum.
	°		
January	52	65	41
February	54·6	66	46
March	57·2	69	46
April	55·2	62	46
May	59·7	67	51
June	62·1	69	52
July	58·1	69	51
August	55·8	63	47
September	55·3	63	46
October	52·1	62	44
November	51·9	60	43
December	51·8	61	41

Ferret and Galinier give the following as the temperatures of different places along the road from Massowah to Adoa:— Observations on the road from Massowah to Adoa.

Place.	Day.	Hour.	Temp.
Massowah	2nd to 8th November	Noon.	88 to 93
Arkiko	10th November	„	8
Wiah	11th „	„	91½
Valley of Hamhamo ..	12th „	„	92
„ Hadas	13th „	„	82
Foot of Turanta Pass ..	14th „	„	80
Top of „	15th „	„	61
Dixan	17th „	„	73
Adoa	2nd December	„	71
„	„ „	Midnight	56
Axum	10th January	Noon	75
„	5th February	„	71
Intechau, near Adoa ..	6th June	„	77
„ „ ..	16th to 24th June	„	75
„ „	26th July	„	64
„ „ ..	31st „	„	68
„ „ ..	5th August	„	64
„ „ ..	9th „	„	68

Some of the higher mountains are covered with snow. Bruce asserted that snow was unknown in Abyssinia, but there was abundant evidence that he was wrong, from the writings of Gobat, Ferret and Galinier, Mansfield Parkyns, and Salt.

It may be mentioned, as bearing on the question of the necessary equipment for an army operating in the highlands, that Steudner, who, in March 1862, accompanied the Army of the Emperor of Abyssinia, which he estimated at 20,000 men, stated that the officers had tents, and the men made themselves grass huts, called "nogos," into which they crowded for warmth. Several travellers also recorded the necessity of sleeping under cover in many parts of the highlands on account of the cold.

Massowah is very hot. Ferret and Galinier found the temperature in the shade, in November, to be 88° at 9 A.M., 93° at noon, 91½° at 3 P.M., and 86° at 9 P.M.; and they state that in July they experienced a temperature of 127° in the shade, and this was confirmed by Mansfield Parkyns.

The works from which extracts bearing on the different routes from Massowah were made by Colonel Cooke, are as follows:—

Bruce's Travels to Discover the Source of the Nile, 1768 *to* 1773.—Journey from Massowah to Gondar by the Taranta Pass, made in November, December, January, and February. Bruce was a Scotch gentleman, who made a journey to Abyssinia to discover the sources of the Nile.

Salt's Voyage to Abyssinia, 1809-10.—Travels of himself and Mr. Pearce from Massowah by the Taranta Pass to Antalo, continued to the south, and round by the Takazze, returning to Antalo; from March to October. Mr. Salt was Secretary to Lord Valentia, nephew to the Governor-General of India, and was sent by him on a mission to the Emperor of Abyssinia.

Ferret et Galinier. Voyage en Abyssinie 1839 *to* 1843.—Journey from Massowah by the Taranta Pass to Adoa, in November 1840. Return journey from Gondar to Adoa, and thence to Massowah by the westerly road through Gundet, in May and August 1842. These gentlemen were Captains in the French Etat-Major, and were sent by their Government to make explorations in Abyssinia. They published a valuable map of the country.

Mansfield Parkyns. Life in Abyssinia, 1843 *to* 1850.—Journey from Massowah by Hailat to Adoa during the summer of 1843, and thence to the Takazze and the Atbara, in July 1845.

M. Münzinger's Exploration of two Routes from Massowah to Kaya Khor in 1867.

Colonel Merewether's Report on the Agametta Plateau.

Colonel Merewether's Report on the Roads from Massowah to Adowa by Ailat.

Roads from Tajura.

2. *Roads from Tajura.*—The main road goes from Tajura to Ankober, the capital of Shoa Near Alulli a branch road turns off in the direction of Magdāla.

These roads traverse, for a distance of 200 or 300 miles, the low country which exists between the highlands and the sea. Between Tajura and the point where they diverge, there lies the "Tekarma," a series of volcanic rocks enclosing a salt lake, the passes through which are of the most frightful nature. Harris traversed it at the worst period of the year, June 1841, and thus describes it: "It is an iron-bound waste, which, at this inauspicious season of the year (June

" opposes difficulties almost overwhelming in the path of the traveller. Setting aside the total " absence of water and forage throughout a burning tract of 50 miles, its manifold intricate moun- " tain passes, barely wide enough to admit the transit of a loaded camel, the bitter animosity of the " wild bloodthirsty tribes by which they are infested, and the uniform badness of the road, if road it " may be termed, everywhere beset with the huge jagged blocks of lava, and intersected by perilous " acclivities and descents—it is no exaggeration to state that the stifling sirocco which sweeps " across the unwholesome salt flat during the hotter months of the year could not fail, within " 48 hours, to destroy the hardiest European adventurer."

Rochet traversed this road at a more favourable time of year, October 1842, but does not give a much more favourable account. He says: " Je crois pouvoir le dire, sans qu'on m'accuse " de vouloir exagérer les difficultés de mes travaux, pour en rehausser le mérite, il y a peu de " voyages plus fatigants pour l'esprit et le corps, plus périlleux à la fois et plus monotones que de " parcourir les déserts des Adels. Le Major Harris, un des hommes les plus expérimentés dans les " voyages Africains, en a gardé une impression semblable, et l'a randue dans sa relation avec les " couleurs les mieux senties et les plus justes. Lui même, lorsque je le rencontrai plus tard dans, " le Choa, ne pouvait revenir de son étonnement lorsque je lui ai raconté que j'avais tenté tout seul " et pour la seconde fois, une expédition si peu attrayante. Au moins, dans d'autres pays, les " magnificences de la nature sont une compensation aux périls que vouz bravez, un délassement " aux fatigues que vous vous imposez: c'est la nature qui fait du désert des Adels le plus affreux des " séjours. Le pays des Adels, que l'on met un mois à parcourir, le pays des Adels est une région " montueuse, tourmentée par le travail volcanique à un point qu'on ne saurait rendre. Aucune " eau fécondante ne parcourt les brûlants replis de cette terre ravagée en tout sens par les " feux souterranes et embrasée par le soleil des tropiques."

The rest of the road from Alulli to Ankober is for the most part very destitute of water and forage. Of the road which branches off towards Magdāla, no description could be found, but there was no reason to believe that the country which it traverses, differs materially from that through which the main road passes.

The temperature along this road in summer frequently ranges over 100° in the shade at noon. Rochet, during his journey in September, gives the temperature of Ambabo at 92½°, and of the salt lake to the south-west of Tajura at 92½°; the time of day is not stated. The same traveller gives the temperature at the Hawash River as 91°. The rainy season on this low country is in the winter, at the contrary time of year—that is to say, to that in the highlands; Rochet states that the rain only falls between seven and nine o'clock in the evening, and that the rest of the day and night are fine.

The works from which extracts bearing on the routes from Tajura were made are:—

Highlands of Ethiopia, by Major Harris, afterwards Sir W. Harris.—Account of his journey from Tajura to Ankober, in June and July 1841-2. Major Harris was sent by the Indian Govern ment on an Embassy to the Governor or *de facto* King of Shoa.

Royaume de Shoa. Rochet d'Héricourt.—Account of his journey from Ambabo, near Tajura to Ankober, in September and Octobkr 1842. M. Rochet was a French traveller, who made two journeys into Shoa, the second one of which was under the auspices of the Royal Academy of Sciences at Paris.

Isenberg and Krapf.—Journey to Shoa from Tajura, published in the Journal of the Royal Geographical Society. This journey was made in April and May 1839. They were German missionaries.

Routes from Amphila Bay.

3. *Route from Amphila Bay* (*about long.* 41°) *to Lake Ashangi* (*about lat.* 12½°, *long.* 40°).—This route was advocated by Colonel Merewether, who wrote on 28th February, 1867:—

"On my way up from Aden, I called in at Amphila Bay, and found it admirably suited for "the debarkation of troops; good anchorage; water good and plentiful; and one of the easiest "and best roads comes down from Abyssinia to it—a road constantly used by caravans (camel), "who take backwards and forwards the salt obtained near Amphilla. The people in the country "are simple and friendly disposed, and there are no Egyptian troops there."

And on April 29, 1867:—

"But I am disposed to think that should a force be sent into Abyssinia, the best way of "approaching Begemeder and the Emperor Theodorus will be by landing the troops at Amphila, "and marching through the Azebu Galla country to the neighbourhood of Lake Ashangi, and then "entering Abyssinia Proper, through Lasta and Wadela, both of which are in most active opposi- "tion to the Emperor, and thus avoiding Tigré and its high table land, where camel forage is "reported difficult to be obtained always.

"The Azebu Gallas are independent, their country is said to be well supplied with grain "grass, water, and camel forage, and the people well disposed. I am having full inquiries made "about this route. Reference to Keith Johnston's map of Upper Nubia and Abyssinia will show "that Amphila and Tajura are exactly equi-distant from Magdāla. The former, however, "though further by sea from Aden than the latter, has the advantage of leading at once into a "suitable country; whereas the latter, in the first 200 miles, opens into a country belonging to "the most inhospitable, worst dispositioned people possible, where water and supplies are both "very scarce."

And again on 1st May, 1867:—

"But I am strongly of opinion that the best line of operation will be through the Azebu Galla "country, where there are no rivers of any consequence, where the people are independent, and "and where supplies and forage for the baggage animals would be found in abundance, than "through Hamazen, Adoa, and Sokota, where there are rivers and large ravines, and where "though supplies are plentiful, forage for the baggage cattle is uncertain. The further informa- "tion I am collecting regarding the route from Amphila will prove the value of this opinion."

This road was explored by Mr. Münzinger, in 1867, as far as Bure, at the foot of the highlands, and had been travelled over by Pearce in 1808, and by Coffin, Salt's companion, in January 1810. Both these travellers ascended the highlands by the Senafè Pass, which lies about 60 miles to the south of the village of that name, and is described as not nearly so difficult as that of Taranta. The greater portion of the country between the coast and the foot of the hills is hot, arid, and deficient in water. Its centre is occupied by a great plain of salt about 40 or 50 miles long, and 10 or 20 miles broad. The salt is said to be 2 or 3 feet thick, and is cut into blocks by the Abyssinians, and used as money. The Jesuits Alonzo Mendez and Jerome Lobo, left the sea-coast at Beilul or Baylur, traversed the sterile track between it and the salt plain, and, crossing it, they also ascended the Senafè Pass. Of the first portion of their route, Mendez says:—

" Eating very little besides rice we had with us, meeting no town to furnish us with provisions, " and the heat so violent that it melted the wax in our boxes; without any shade but that of " briers which did us more harm than good, lying on the hard ground, and drinking brackish " water of a very ill scent, and some times but very little of that," &c.

Route from Suakin.

4. *Route from Suakin to Kassala, Metemeh, and Gondar.*—Suakin is a port of the Red Sea, belonging to the Egyptians, from whence they keep up their communications with their frontier post at Kassala, where they have a considerable force. It is stated by Sir S. Baker to be from 16 to 20 days' journey from the latter for a laden camel. That traveller also states that plenty of camels, and the necessary water-skins for the journey across the desert, can be procured there; but the water is brackish, and a large supply of Nile water would therefore have to be brought from Suez. Throughout the desert route, fodder for the camels is afforded by only scanty Mimosas, and water is found every second or third day.

This route was travelled by Mr. Hamilton in 1854, who gave a minute account of it. He suffered considerably from heat and want of water in some places, but he made the journey at the worst time of year. The town of Kassala is fortified, and from 6,000 to 8,000 Egyptian troops are usually, according to Sir S. Baker, quartered in the district. It is situated on the Gash, which, although dry at some periods of the year, affords an unlimited supply of good water from wells dug in its sandy bed. During the dry season, from 15th November to 1st June, the climate is healthy, but at all other seasons the country is extremely dangerous.* A peculiar fly appears with the first rains, that destroys all domestic animals.

Routes from Kassala.

From Kassala there is a route to Adoa by the Bazen country, which was traversed by Münzinger in 1861-2. The usual route to Gondar is by Metemeh. This was the one followed by Mr. Rassam. There is also a road from 'Sofi, half-way between Kassala and Metemeh, which leads into the Massowah-Gondar road. This was followed by Mansfield Parkyns in the summer of 1845. From Metemeh there seem to be two roads to Gondar,—one to the north, the other to the south. The former was followed by Bruce on his return home from Abyssinia in 1771-2. Between Gondar and Chirkin he found the country well wooded and watered, generally passing two or three streams a day. After passing Chirkin, the route lay through enormous forests, roamed over by elephants and other wild beasts. As they approached the Goang, the forests opened out into a park-like country. They complained a good deal of the heat.

The southern road was traversed by Krapf in May 1855. The journey from Gondar to Metemeh occupied ten days, including two days' halt on the road. For the first five days the route lay through the mountainous country of Abyssinia. They then descended into a vast plain, interspersed with forests. The population of Metemeh was stated to be 1,500.

It may be observed that the whole route from Suakin, by Kassala and Metemeh to Gondar, is through the low country, until within four or five days' journey of Gondar, when the Abyssinian highlands are reached.

Dr. Beke also mentions a road "running westward from the seacoast at Raheita, just within "the Straits of Babelmandeb"; and he states that the road by Senafé may be reached from Arena, in Howakil Bay.

Massowah.

At Massowah, *eight or ten of the largest ships, with double the number of small ones, could*

* Mr. Rassam, alluding to Kassala, writes—"Cholera and deadly fever were the scourge of the place from "the month of July to October; and even while I was there (he left on the 9th November, 1865), nearly one-"tenth of the garrison was laid up with one kind of disease or other."

be securely moored in the harbour. There is also a good harbour, called Daha-leah, larger than Massowah, about a mile to the north. In both of these the water is quite smooth. The fresh-water supply is from tanks in the island of Massowah. There is fresh water also at Daha-leah. Fresh water is not abundant either here or in any other part of the Red Sea, but the supply at Massowah might probably have been increased by digging wells on the main land.

There is a pier with facilities for landing on Massowah island, which is connected with the main land by low wet ground about a mile in length. The rainy season is from November to March.

It is 380 miles from Aden, and 290 from Perim. The navigation for the greater part of the way is clear and safe, and for the whole way in the day time for carefully navigated ships.

Annesley Bay.

At Annesley Bay the water was reported to be inconveniently deep, but the harbour was described as presenting a remarkable contrast in point of fertility to other spots, bordered by low land producing rich pastures. Fresh water was also said to be procured there. Although not so convenient a spot for naval operations as Massowah, yet other advantages preponderated in favour of it as a base of operations; and for reasons which will be detailed below, it was selected as the point of debarkation for the Army. The rich pastures and fresh water proved, however, on nearer investigation, to be chimerical.

Suakin.

At Suakin the harbour is very small, the approach is studded with dangers, and there is no outside anchorage. It is extremely hot. Thermometer in May ranges from 89° to 91°, in June from 93° to 97°. Very much less vegetation than at Massowah. Water procured from wells.

Amphila.

Amphila is described as the most miserable spot on the coast of Abyssinia. In regard to anchorage, facilities for landing, &c., it is not to be compared to Massowah. According to the Admiralty charts it is very circumscribed and intricate.

Tajura.

Tajura is quite unsafe, and exposed to the north-east monsoon, as well as the southerly winds; and it is probable that ships could not lie there, nor a landing be effected very often.

There is no other spot but Massowah and its immediate neighbourhood, or Annesley Bay, where ships could lie safely for any time, and where troops and munitions of war could be disembarked with celerity and safety.

Political divisions of Abyssinia.

The main political divisions of the Abyssinian highlands were Tigré in the north, which abutted upon the issues of the defiles leading from the sea-coast near Massowah to the summit of the plateau; Amhara in the centre; and Shoa in the south. Amhara comprised the important districts of Wag, Lasta, and Begemeder, which were at the time of the Expedition under the control of the Wagshum* Gobaze. On the western slopes of the Abyssinian highlands lie Wogera and Koara, dipping down towards the valley of Upper Nubia, from the mountainous district of Lasta, where the highest and most rugged mountains of Abyssinia are found. On the shores of Lake Tsana lie the districts of Dembea, Chelga, and Mecha; and south of these, in the elbow of the river Abai, which flows from Lake Tsana into the Nile, is the province of Gojam.

* *Wagshum* means, literally, Chief of the district of Wag.

RECORD

OF THE

EXPEDITION TO ABYSSINIA.

CHAPTER I.

EVENTS IN THE COUNTRY PRIOR TO THE DECLARATION OF WAR.*

Inhabitants of Abyssinia.

THE country of Abyssinia appears to be inhabited by a mixed race. Of this the majority, although settled on the confines of the Negro world, came from the Shemite race, and speaks a language closely allied to Arabic and Hebrew. The ancient Abyssinian tongue was the Ethiopic: while this was preserved there was comparative civilization in the highlands, which are drained by many of the fountains of the father of waters. An extensive ecclesiastical literature existed in the country. The modern language of several dialects is derived from the Geez, or Ethiopic, but is contaminated by the proximity of Arabic-speaking tribes.

Language.

Early history.

Of the earliest history of Abyssinia little is known. Legendary chronicles tell, that from this district the Queen of Sheba travelled to visit the capital of the Jewish Solomon, returning thence to the seat of her power at Axum, in Tigré, with the ark of the covenant and a Hebrew colony, and there raised a temple to the true God. The mythical traditions still preserved in Abyssinia say that the royal house of the country has directly descended from the Queen of the South, and the Negus, or ruler of modern Ethiopia, claims descent from Menilek, an asserted child of Solomon by the Queen of Axum. The invasion of Abyssinia by the Greek Ptolemies, and the penetration of the arts and language of Greece, into Tigré, the country of the Axumitæ, are proved by the inscriptions recorded and found at Adulis and Axum. These were executed before the introduction of Christianity, and own the worship of Mars, and also show that Adulis, the modern Zula, was the door by which the Greeks and Egyptians obtained access to the highlands of Tigré. Christianity was introduced at the beginning of the third century by Frumentius, who was consecrated by Saint Athanasius of Alexandria, the first Primate of Abyssinia. He received the name of Abuna Salama, or Father of Peace, from the people to whom he was sent. Since the days of Frumentius, every orthodox Primate of Abyssinia has been consecrated by the Coptic Patriarch of the church of Alexandria, and has borne the title of Abuna.

Traditions.

Introduction of Christianity.

Jews had been numerous in Arabia since the days when the market of Jerusalem

Jews.

* The events and early history recorded in this chapter have been extracted from Parliamentary papers, and from the works published by Bruce, Gibbon, Lord Valentia, Salt, Beke, Harris, and other authorities, as well as from Dr. Blanc's "Captivity in Abyssinia."

was first supplied from Ophir, and the land of spice on the Red Sea. After the destruction of the home of the chosen people, many exiles of Jewish race found an asylum in the peninsula which forms the eastern shore of the Red Sea. Educated to war in Palestine, and smarting under defeat, they were formidable, both as warriors and bigots. Some of them, in the year 522, made a proselyte of Dunaan, who slew and possessed himself of the crown of the Arian King of the Homerites in Yemen. He persecuted those who refused to renounce Christianity, and at Najiran committed some of the recusants to the martyrdom of fire. The oppressed Churches appealed for aid to the Emperor Justinian. At his request their nearest co-religionist, the Negus* of Abyssinia, took up arms. Caleb, or Elecsbam, who then occupied the throne of Axum, passed his army in vessels from Adulis across the Red Sea, slew Dunaan, and took possession of his kingdom. In the time of Caleb, the kingdom of the Axumitæ attained to its highest degree of prosperity, and was most intimately connected with European civilization. Its vessels from Adulis traded to Egypt and Ceylon. Its ruler's alliance was sought by the sovereign of the Roman Empire. An Ethiopian colony was established in Yemen, over which Abrahah, the slave of a Roman merchant of Adulis, obtained government. But the Army of Abrahah was destroyed before Mecca, and the Abyssinian invaders expelled from Arabia. The conquest of Egypt by the Arabs in the middle of the seventh century, crippled the prosperity of Abyssinia. The rising wave of Islamism severed the arteries of communication which connected Axum with the centres of civilization and of Christianity. Abyssinia sank into torpid oblivion for almost a thousand years.†

Conquest of Yemen.

During this time the religion of the country became degraded and perverted. The Abuna was uniformly sent into Abyssinia by the Patriarch of Alexandria. But the occasional advent of a high priest was insufficient to maintain the national creed, even on so elevated a basis as that of the Coptic Church. Errors rapidly crept in, and Abyssinian Christianity became tainted with superstition and Judaism. The mission of Frumentius appears to have been only partially successful; and probably the Jewish adventurers in Arabia crossed over in considerable numbers to the African continent after the conversion of Arabia to Islamism. The Jews gained strength, and the legends say that, about A.D. 960, Judith, the Queen of the Abyssinian Jews, overthrew the established dynasty. The heir of the Queen of Sheba was carried to the province of Shoa, where the rightful line continued to reign. The relatives of Judith ruled the remaining provinces of the empire under the designation of the House of Zagué. On the death of the foundress of the line, her successor adopted the Christian faith. About A.D. 1268, by the mediation of the Abuna Tecla Haimanout, a treaty was concluded between Icon Amlac, the descendant of the legitimate line, and the representative of the line of Zagué. By virtue of this agreement, the lands of Lasta were given up to Naaculto Laab, of the lineage of Judith, who resigned to Icon Amlac the kingdom of Abyssinia.‡ About the middle of the 15th century, Abyssinia came in contact with Western Europe An Abyssinian convent was endowed at Rome, and legates were sent from the Abyssinian convent at Jerusalem to the Council of Florence. These adhered to the Greek schism. But from that time the Church of Rome made an impress upon Ethiopia.

Abyssinian religion.

Prince Henry of Portugal, youngest son of John the Avenger, and Grand Master

Communication with Portugal.

* *Negus* signifies 'supreme prince, or leader'; it is the same word as is applied to David in the Old Testament.

† The early accounts of Abyssinia are most conflicting, as presented by Bruce, Gibbon, and several other authorities.

‡ Extracted from Bruce's translation of the native annals.

of the Order of Christ, next opened up communication with Europe. He hoped to open up a route from the west to the east coast of Africa, by which the East Indies might be reached without touching Mahometan territory. During his efforts to discover such a passage to India, and to destroy the revenues derived by the Moors from the spice trade, he sent an ambassador named Covillan to the Court of Shoa. Covillan was not suffered to return by Alexander, the then Negus. He married nobly, and acquired rich possessions in the country. He kept up correspondence with Portugal, and urged Prince Henry to diligently continue his efforts to discover the southern passage to the East.

In 1498, the Portuguese effected the circuit of Africa. The Turks shortly afterwards extended their conquests towards India, where they were baulked by the Portuguese, but they established a post and a toll at Zeila, on the African coast. From here they hampered and threatened to destroy the trade of Abyssinia. Under the advice of Covillan, Helena, Empress of Ethiopia, sent an embassy to seek assistance of the Portuguese against the Turks, and aid in the extirpation of the Moslem on both shores of the Red Sea. Matthew, an Armenian, who was selected for this service, was detained for three years by the Portuguese authorities in India, before he was sent to Lisbon by a homeward-bound fleet laden with spice. During the absence of Matthew, the Turks of Zeila, allied with the Mahometan tribes of the coast, invaded Abyssinia. They were defeated by the Negus David, and at the same time the Turkish town of Zeila was stormed and burned by a Portuguese fleet. The Mahometans, not discouraged, silently prepared for further operations, equipped themselves with fire-arms, and trained themselves in the service of artillery. In 1520, a Portuguese fleet arrived at Massowah. Matthew was on board one of the vessels. An embassy from the fleet visited the Court of the Negus, where nearly six years were wasted in puerile efforts at diplomacy and childish wrangling, without benefit to either side. In 1526 the Portuguese mission was dismissed, and sailed to India, taking with it an Abyssinian ambassador. This envoy, Zaga Zaab, after touching on the Coromandel coast, arrived safely at Lisbon, but, pleased with the amenities of European life, did not hurry forward the affairs of his master. The King of Portugal was not now pressingly desirous of the Abyssinian alliance. The power of Portugal in India was consolidated. A free communication existed between Europe and India round the Cape of Good Hope. The successes of the Turks on the shores of the Red Sea little affected the Portuguese. But the intercourse of the Portuguese fleets with Abyssinia alarmed the Turks on the coast, who had strengthened themselves by constant communication with Arabia, had garrisoned Zeila, and armed that place with a train of artillery.

Portuguese Mission.

A Mahometan army, under the command of Mahomet Gragné, Governor of Zeila, invaded the highlands, burnt Axum, occupied Amhara, and reduced the Negus David to the most dire necessity. When pressed hard, David persuaded the Abuna to consecrate as his successor, Bermudez, a Portuguese, who had been detained in Abyssinia on the departure of the mission. Bermudez started immediately to obtain the consecration of the Pope, which he received at Bologna, and then proceeded to Portugal to urge for assistance against the Turks. The Viceroy of the Portuguese possessions in India was ordered to send a detachment of 400 musqueteers to aid the Christians of Abyssinia. A Portuguese fleet, under the command of Stephen da Gama, came to the port of Massowah, where they seized by stratagem the town of Arkiko, on the mainland. Stephen da Gama then began to enrol the men who were to form the auxiliary force. It was found, however, that the whole of the Portuguese wished to volunteer for the service. A considerably larger number than the allotted 400 musqueteers were consequently allowed to take part with their servants and followers in the expedition, which

Mahomet Gragné.

Stephen da Gama.

was placed under the command of Christopher da Gama, the younger brother of the Admiral.

The Portuguese force marched from Arkiko towards Debaroa, the easiest known entrance to the highlands. It had no provision to make for either its commissariat or transport, as cattle for both food and carriage were supplied by the Bahar Nagash, or Abyssinian Governor of the sea coast. At Debaroa, Don Christopher met the Queen, and then, with his Portuguese, and 12,000 Abyssinian warriors, marched forward to effect his juncture with the Army of the King. Mahomet Gragné, desirous of preventing this manœuvre, marched into the province of Tigré. An action ensued on March 25, 1542, in which the Portuguese repelled the attack of the Moors, but, from the want of Cavalry, were unable to follow up their success. The Portuguese then went into cantonments, to avoid the rains. In August they again entertained the idea of effecting a junction with the Negus in Dembea. Mohammed Gragné threw his army in their way Da Gama, without awaiting the arrival of the Army of the Negus, accepted battle. His army was overthrown, he himself taken prisoner, and put to death.

The Queen, with Bermudez the Patriarch, sought and obtained refuge among the Jews who occupied an amba in Semen. Arius Diaz was elected leader of the surviving Portuguese. On February 10, 1543, the Negus Claudius and Arius Diaz defeated the troops of Mohammed Gragné, who was himself shot in the action by a Portuguese marksman. Quarrels then sprang up between the Court and the Catholic Primate. Bermudez wished the Negus Claudius to profess himself publicly as a convert to Rome. The latter refused, not so much from want of conviction as from personal dislike of Bermudez; the quarrel progressed until finally the Negus, availing himself of force, banished Bermudez to the country of the coast, whence he returned to India.

Galla Incursion.

It was at this time, in the middle of the 16th century, that the Galla tribes first attracted attention. A horde of Gallas came from the south, and swept up to and over the confines of Abyssinia. Men of lighter complexion and fairer skin than most Africans, they were Pagan in religion and savage in manner. Notwithstanding frequent efforts to dislodge them, they have firmly established themselves. A large colony has planted itself on the banks of the Upper Takazze, the Jedda, and the Bashilo. Since their establishment here they have for the most part embraced the creed of Mahomet. The province of Shoa is but an out-lier of Christian Abyssinia, separated completely from co-religionist districts by these Galla bands. About the same time the Turks took a firm hold of Massowah and of the low land by the coast, which had hitherto been ruled by the Abyssinian Bahar Nagash, and though Islamism and heathenism surrounded Abyssinia, the lamp of Christianity shone amidst all the dark superstition in the deep recesses of its rugged valleys.

Society of Jesus in Abyssinia.

In the year 1556, Ignatius Loyola, the General of the Society of Jesus, died at Rome. He had founded a religious Order, of which the influence has been felt in the furthest corners of the world; and did not neglect to send aid to the fainting worshippers of Christ in Abyssinia. Two years after the death of their great master, a Jesuit mission arrived at Massowah five days before the occupation of that place by the Turks. This mission was under the guidance of Andrew Oviedo, who was appointed Patriarch by the Holy See. The Jesuit missionaries in Ethiopia fixed their head-quarters at Fremona, about 12 miles from Adoa. The Jesuits propagated not only religion, but a knowledge of the rudiments of the arts and sciences, amongst their African flocks. For nearly a century Fremona existed, and its superiors were the trusted advisers of the Ethiopian throne. One of the last, Peter Paez, appears to have been the instrument of the foundation of Gondar, in the province of Dembea. This city afterwards became the

capital of the Negus. But the same fate which fell upon the company of Jesus in more civilised lands, pursued it in the wilds of Africa. The Jesuit missionaries were universally popular with the Negus, but the prejudices of the people refused to recognise the benefits which flowed from Fremona. The Catholic priests were, not unnaturally, regarded as enemies and opponents by the national clergy. The Portuguese advisers of the Negus were looked upon as stranger favourites by the native aristocracy. Religious and social antagonisms sprang up. Persecution, the desire of their first master, fell upon the Jesuits. The ignorant superstitions of the native priesthood were more potent with the popular mind than the adoption of mechanical appliances, or the application of liberal science. On the death of Socinios, his son ordered the patriarch and missionaries from the different provinces to proceed immediately to Fremona. The Jesuits sought the protection of a rebel chieftain, who refused, from a curious scruple, against breaking his promise of protection, to deliver them up to Negus Facilidas, but agreed, nevertheless, to sell them to the Turks. The majority were accordingly sold to the Governor of Massowah. These were ultimately allowed to return to Portugal: two of those who remained in Abyssinia, in desire and expectation of death, had their wishes completely gratified, and received the martyr's crown at the hands of the Negus.

Foreigners excluded

Facilidas, weary of missionaries and of foreign interference, sent for a Coptic Abuna from Alexandria, and concluded a Treaty with the Turkish Governors of Massowah and Suakin to prevent the passage of Europeans into his dominions. Some Capuchin preachers, who attempted to evade this Treaty and enter Abyssinia, met with cruel deaths. Facilidas thus completed the work of the Turks and the Gallas, and shut Abyssinia out from European influence and civilization. The religion and morals of his people became rapidly corrupted. The former is now no safeguard of morality, and in the hands of Theodore became only an excuse for cruelties and barbarity.

Religious rites.

The sacraments of baptism and the Eucharist are celebrated in the manner of the Greek Church, but children are circumcised, and the Mosaic precepts are generally observed as far as religious and not moral rites are concerned. Images are not adored, but as in the Greek Church pictures are enshrined in the religious edifices. Legends of saints appear to form the bulk of Abyssinian literature. After the expulsion of the Jesuits, Abyssinia was torn by internal feuds, and constantly harassed by the encroachments of and wars with the Gallas. Anarchy and confusion ruled supreme. Towns and villages were burnt down, and the inhabitants sold into slavery.

Mission of M. Poncet.

Towards the end of the 17th century, efforts were made, both by the Franciscans and Jesuits, to institute an Ethiopic mission. At the same time the Negus Yesus, who, as well as his son, was afflicted with a scorbutic disease, sent a messenger to Cairo to seek a physician. The French Consul despatched M. Poncet, a French surgeon, resident in Cairo, who was entrusted also with diplomatic duties, accompanied by a Jesuit, Brevedent. These approached Abyssinia by the valley of the Nile. Brevedent died of dysentery, but Poncet penetrated to Gondar, where he remained for nearly a year. He succeeded in curing the Negus, but in his political task failed signally. The Abyssinians refused to send a mission to France, and in 1700, Poncet set out from Gondar on his return journey. At the time of Poncet's visit, the Negus was the virtual, as well as the theoretical ruler of the whole of the country. Poncet describes Yesus as devoted to war, but averse to bloodshed. This Negus received the epithet Tallac, or Great, in the Abyssinian annals. A French embassy, under M. du Roule, which was despatched from Cairo in 1704, did not get farther than Sennaar, where the ambassador was murdered.

Mission of M. du Roule.

Yesus was succeeded by his son, Tecla Haimanout, who was assassinated. The

brother of Yesus, Theophilus, ascended the throne. He was the first who allowed the dignity of the Negus to decline. Theophilus raised Ristas, a maternal grandson of Yesus the Great, to the position of Ras, or Prime Minister, and entrusted him with the government of the two provinces of Semen and Tigré. On the death of Theophilus, Ristas made himself King, but the legitimate line was restored on his decease. Towards the middle of the 18th century the Gallas appear to have increased considerably in power. In the intestine quarrels of Abyssinia their alliance was courted by each side, and in their country political refugees obtained a secure asylum. In order to obtain the permanent assistance of these powerful tribes, Yesus II., or Adam Segned, as he is indifferently called, took a Galla woman to wife. She embraced Abyssinian Christianity, and religious scruples, perhaps, would not have led to any bad effects from the Pagan alliance of Yesus. On his death, in 1753, he was succeeded by his son Joas, a minor, who was completely in the hands of his mother. The absorption of all temporal benefits by the Galla relations of the Queen-Mother quickly roused the indignation of the Abyssinian nobility. The whole country rallied round Ras Michael, Governor of Tigré, who assumed the actual direction of affairs, while the Negus was maintained as the theoretical ruler of the country, but was in truth a mere *roi fainéant* in the hands of the Ras. In this condition, Bruce found the Negus Tecla Haimanout II., when he visited Gondar in 1770. After the deaths of Ras Michael and his son, great disorder ensued. The real power of the Negus and post of Ras fell into the hands of the chiefs of the Yedjow Gallas, who notwithstanding interruptions, managed to maintain that position for three generations. The Negus, who lived at Gondar with a small suite, received little consideration and no respect from the Governors of the different provinces. The two districts most remote from the seat of government, Tigré and Shoa, became independent.

English connection with Abyssinia.

The campaigns in Egypt attracted English attention to the Red Sea. In 1804 Lord Valentia, a traveller in the East, sent his Secretary, Mr. Salt, into Abyssinia.* Mr. Salt found Ras Walda Selasyé Governor of Tigré, who had secured that province on the death of the sons of Ras Michael. Mr. Salt entered into friendly relations with Ras Walda, but was unable to penetrate beyond Tigré, on account of the constant hostilities between the Governor of that province and the Ras Guksa, chief of the Yeju Gallas, who ruled in Amhara. An Englishman of the name of Pearce remained in Tigré, when Mr. Salt returned to England, and took up his residence at Chelikot, a beautiful village near Antalo. In 1810, Mr. Salt was again sent with a mission to Abyssinia, and was the bearer of presents from George III. to the ruler of Abyssinia. The quarrels between Walda Selasyé and Ras Guksa still continued. The English envoy failed to reach Amhara. He gave the presents to Ras Walda Selasyé, and left the country, where Mr. Pearce and Mr. Coffin, who had accompanied the mission, still remained.

Sabagadis.

On the death of Ras Walda Selasyé in 1816, intestine disturbance occurred in Tigré. After some conflicts, Sabagadis, who had been a frequent rebel against Ras Walda, obtained the supreme power. In 1818, Mr. Pearce left Abyssinia, and shortly afterwards died at Alexandria. Mr. Coffin became a trusted adviser and friend of Sabagadis, by whom he was sent in 1828 to Bombay and England to obtain fire-arms. During Coffin's absence a league was formed against Sabagadis by the Galla Ras Marye, the son and successor of Ras Guksa of Amhara, and Dejach Ubye, the ruler of the province of Semen. In a battle, fought 1830, Sabagadis was taken prisoner and put to death, leaving several sons. The Gallas occupied Adoa, but on the death of their chief †

* "Travels of Lord Valentia" and Salt's "Abyssinia" are the authorities which have been consulted; as also Dr. Beke's "British Captives in Abyssinia."

† Ras Dori, brother and heir of Ras Marye.

retired into Amhara, where a boy, Ras Ali, nephew of Ras Marye, was entrusted with the government, his mother being Regent.

Ubye.

Dejach Ubye, on the withdrawal of the Gallas, assumed the government of Tigré, the supreme control of which was hotly contested by the sons and adherents of Sabagadis. During these quarrels Coffin returned, in 1832, from England with muskets, some of which he gave to the sons of Sabagadis, who notwithstanding were forced before long to yield to the superior power of Ubye. Ubye ruled in Tigré until 1855. Constant wars occurred between the different provinces, most of which were now thoroughly independent of Ras Ali, who ruled the central provinces alone. Goshu was chief of Gojam, and Sahela Selasyé, independent King of Shoa. During the time of the government of Ubye, several Protestant missionaries visited Tigré, but were expelled in 1838, when they directed their attention to the kingdom of Shoa. In 1841, a Catholic mission was established in Tigré, under Padre Jacobis, an Italian gentleman of noble family, who fixed his head-quarters not far from Adigrat. An English embassy was sent in 1841 from India to the Court of Shoa, of which Sir William Harris was the leader. It had apparently, however, but little result.

Desire of Alliance with England.

The different Abyssinian chieftains appear about this time to have desired to enter into relations with England, possibly with the idea of obtaining aid against each other, or of seeking for Christian assistance against their Mahometan neighbours. In the same year that Harris visited Shoa, Dejach Ubye, of Tigré, sent Mr. Coffin on a mission with presents to the Queen. In October 1846, Ras Ali also sent a mission with presents to the Queen, by Mr. Plowden, who, with Mr. Bell, had arrived in Abyssinia in 1843, and had since lived there.* At this time Mr. Plowden reported that the rightful Emperor still resided, a shadow of royalty, at Gondar. Ras Ali represented the race of powerful chiefs, Galla by origin, but now Christian, who had retained the government for about sixty years.

Mr. Plowden.

In January 1848, Mr. Plowden was appointed consular agent for the protection of British trade with Abyssinia, and was sent out with a letter and presents to Ras Ali. He was also the bearer of the draught of a treaty of commerce to be concluded between Ras Ali and England. In the beginning of 1849, Plowden reached Adowa and then proceeded to Debra Tabor, the residence of Ras Ali, whence he returned the treaty of commerce signed by the Ras. On his arrival at Debra Tabor, Plowden found his former companion, Bell, an officer of high position in the service of the Ras. Her Majesty's ratification of the treaty of commerce was delivered to Ras Ali in 1852. At the end of the same year the attention of the Government of Debra Tabor was drawn towards the man who rose on its ruins to be the ruler of Abyssinia.

British Treaty of Commerce, 1841.

Theodore.

Lij Kassa, afterwards so well known as the Emperor Theodore, was born in Koara, a western province of Abyssinia, about the year 1818. His father was of noble family, and his uncle, Dejach† Comfu, was the governor of the provinces of Dembea, Koara, and Chelga. On the death of his father, his mother is said to have been so hard stricken by poverty as to have been obliged to vend the drug kosso for her livelihood. Young Kassa was nevertheless educated to be a scribe or daftera in a convent near Lake Tsana, whence he moved to his native district of Koara, on the convent being stormed and plundered by a rebel chief. On the death of his uncle, Kassa was made governor of Koara by Waizero Menen, the mother of Ras Ali. Finding no sufficient scope for his ambition in Koara, he occupied Dembea and raised the standard of rebellion. Several

* Correspondence respecting Abyssinia, presented to Parliament.

† *Dejach*, 'chief,' or 'duke.'

Generals were sent against him, but Kassa had introduced a kind of discipline among his followers, and had taken the precaution, unusual in Abyssinia, of having his camp watched by sentries and patrols at night. The chiefs sent against him were successively defeated. Waizero Menen herself shared no better fate. On the assurance that he would receive no harm, Kassa visited the capital of Ras Ali, where, in order to insure the attachment of the rising chieftain, the Ras gave his daughter Tavavitch to him in marriage. During the life of this lady, Theodore has been said to have been ever abstemious, humane, sober, and continent. It is told that only after her death he commenced the course of atrocities and cruelties which caused his name to be execrated in Abyssinia, and his country to be invaded by the foreigner.

Theodore's contests with the Turks.

After his marriage, Kassa returned to his province of Koara. His religious education had inspired him with a belief that he was destined to be the restorer of the Christian empire of Ethiopia, and the exterminator of the Turks* and Pagans who had encroached upon its frontiers. With this view he engaged in frequent crusades against the Arabs and Shangallas, in the direction of Sennaar; but was defeated at the head of 16,000 men by a mere handful of Turkish soldiery in Kedaref. This disaster taught him how difficult it is for wild warriors to engage with success even the smallest band of disciplined troops in the open field. Had he enticed the Turks into an invasion of his own province, acted against their communications, and cut off supplies, he might have reduced an army three times as numerous as his own.

In the action of Kedaref, Kassa was wounded, and had to halt, on his retreat, in Dembea. The mother of Ras Ali insulted him in his fallen state. On the instigation of his wife, Kassa resolved to avenge this insult. As soon as he recovered from his hurt he proclaimed his independence in Koara. Several commanders were despatched to subdue him. He defeated them, and their soldiers usually joined the retinue of the rebel. In 1852 he signally overthrew and killed Dejach Goshu, one of Ras Ali's best generals. The Ras now took strenuous measures to oppose Kassa's rise, and called upon Ubye, of Tigré, to aid him. Kassa marched into Gojam, and defeated the allied troops of Ras Ali and Ubye. The former fled for refuge into the Galla country, soon afterwards gave up the contest, and lived in an asylum by Kassa's permission. By this victory, the whole of the possessions of Ras Ali fell into Kassa's hands. He patched up a peace with Ubye, by the conditions of which he obtained tribute and the person of the Abuna. This peace wes preserved until Birro Gosho, the Gojam chief, was overthrown and captured.† Ubye entered into encouraging correspondence with Gosho while in arms against Kassa; the latter intercepted the letters, and as soon as Gosho was subdued, and he had thereby obtained possession of all the country south and west of the Takazze, he turned his arms against Ubye. Victory still followed his banner; and in the battle of Debr Eski, fought in February 1855, the Governor of Tigré, his most formidable antagonist, was overthrown. In March of the same year he took the title of Theodore III., and caused himself to be crowned by the Abuna, King of Ethiopia. He at this time put a stop to many cruel and barbarous customs, and abolished the slave trade.

Theodore crowned Emperor.

The coronation of Theodore by the Abuna led to the expulsion of the Catholic missionaries from Central Abyssinia. Theodore had entered into negotiations with Padre Jacobis, who would have crowned him Emperor on consenting to adopt, for himself and the country, the Catholic faith. When Ubye was overthrown, the Abuna made some

* In Eastern Africa all professors of the creed of Mahomet are alike styled Turks.

† Birro Gosho of Gojam was released from Magdāla by the British troops, as were the two sons of Ubye of Tigré. Ubye himself died in 1867.

difficulty about crowning Theodore, who threatened to carry out the proposal of Padre Jacobis. The Abuna could not afford to allow the perversion of so important a proselyte. His scruples were immediately overcome. Theodore and his subjects adhered to the Coptic Church, and the Catholics, with Father Jacobis, had to seek a refuge with the rebels in the northern districts.

Theodore was now in the zenith of his career, when a misfortune fell upon him, which graved a deep impress on his subsequent life. His Queen died. She had been his companion, good genius, and counsellor.

As soon as he was in possession of all Abyssinia, Theodore united all the forces he could command, and marched against the Mohammedan Gallas, who had destroyed some churches. He obtained possession of Magdāla, ravaged the Galla country, and enlisted many of the chiefs and their followers in his own ranks. He shortly afterwards reduced the outlying kingdom of Shoa; but rebellion began to make way in his annexed but not consolidated acquisitions. Disturbances broke out near Gondar and in Tigré. Owing to one of these, Mr. Plowden, who was ordered by his Government, at the beginning of 1860, to return to Massowah, while crossing the river Kaha, close to Gondar, was attacked by 400 men, headed by a rebel named Garred, received a mortal wound in the chest, and was taken prisoner. This Garred was a cousin of Theodore's, but was at the time under the command of the rebel chief Dejach Negussye. The merchants of Gondar paid a large ransom for Plowden. He was released, but lived only a few days. Theodore repaid the merchants, defeated Garred, and in the action the murderer of Mr. Plowden was slain by Bell, but the latter also lost his life in preserving Theodore's. Theodore avenged the deaths of both the Englishmen severely, by the slaughter or mutilation of about two thousand rebels.

Death of Mr. Plowden.

In January 1861, Dejach Negussye fell into Theodore's hands. This chief, who was a grandson of Ubye of Tigré, had overrun all Tigré, and harassed the country as far as Gondar. The Catholic missionaries, expelled from the south by the Abuna, had obtained an asylum with him. Padre de Jacobis had settled at Halai, at the top of the Taranta Pass, which leads from the Abyssinian plateau to Massowah, where he had died in 1860. The Government of the Emperor of the French had acknowledged Negussye as King of Abyssinia, and had sent a mission to him. He in return had ceded to France Annesley Bay and the island of Dessi; but the French officer who came to ratify the agreement arrived when Negussye was failing before the power of Theodore, and with difficulty escaped being taken prisoner by the chief of Dixan. The French acquisition of Annesley Bay fell to the ground. From this time cruelty seems to have formed a part of the Emperor's character. The hands and feet of Negussye were cut off, and he lingered for days in torture, without being allowed a drop of water to slack his burning thirst.

Cession of Annesley Bay to France.

About the same date, Theodore married Tooroo Wark,* the daughter of Ubye of Tigré, who bestowed her hand upon him for her father's sake, but in her heart despised the upstart who had overthrown her own ancient family. This Queen was the mother of Alamayo, who was brought to England after the death of Theodore. She herself died in the British camp on the homeward march, and was buried at Chelikot.

Theodore's marriage with Tooroo Wark.

Theodore's union with Tooroo Wark was not happy. He quickly tired of her, and sent her with her infant son Alamayo to Magdāla. He then devoted himself to mistresses and intoxication.

When the news of Mr. Plowden's death reached England, Captain Cameron was appointed Consul in Abyssinia. He was detained in London some time after his appoint-

Captain Cameron, Consul.

* Pure gold.

ment, in order to have a personal interview with Mr. Stern, a missionary who returned at this time from Africa. In February 1862, Captain Cameron arrived at Massowah, and in July of the same year at Gondar. By the direction of Lord Russell, Captain Cameron presented to Theodore a rifle and a pair of revolver pistols as presents from the Queen. He was received with great honour, and treated with every respect. When he arrived at Gondar a large number of Europeans were around Theodore. Six German workmen, who had been sent out as Scripture readers, were settled at Gaffat, near Debra Tabor. These were Flad, Waldemaier, Saalmüller, Kenzlen, Mayer, and Bender. Flad had with him his European wife; Waldemaier and Saalmüller had married daughters of Mr. Bell by an Abyssinian lady; Bender and Kenzlen were married to two daughters of Schimper, a German botanist, who had been a long time in the country, and was then at Theodore's camp. These Scripture readers were permitted to devote but little time to missionary labour. Theodore employed them continually in the manufacture of munitions of war and improvement of roads. There were also three missionaries in Abyssinia—Rosenthal, Brandeis, and Staiger, of whom one, Rosenthal, had an European wife. These were soon joined by Mr. and Mrs. Stern, who returned from Europe after Captain Cameron. The mission to which Mr. Stern belonged was established at Jenda in Dembea. There were also some adventurers in Theodore's camp, three Frenchmen,—Bardel, Bourgeau, and Makerer,—the second was an armourer, the last a discharged soldier; a Pole named Hall, and two German *chasseurs* who had gone to Massowah with the Duke of Saxe-Coburg in 1862, and had remained in Africa to collect birds. Many of the Europeans had married Abyssinian or Galla wives, and there was accordingly quite an European colony at Gaffat.

Theodore's letter to the Queen.

In October 1862, Captain Cameron was dismissed by King Theodore, who sent by him a letter to the Queen of England. From Adoa, Captain Cameron forwarded this letter to Aden, whence it was despatched to England, and reached the Foreign Office on February 12, 1863. This letter, when translated, ran as follows:—*

King Theodore to Her Majesty the Queen.

[Translation.]

In the Name of the Father, of the Son, and of the Holy Ghost, one God in Trinity, chosen by God, King of Kings, Theodorus of Ethiopia, to Her Majesty Victoria, Queen of England. I hope your Majesty is in good health. By the power of God I am well. My fathers the Emperors having forgotten the Creator, He handed over their kingdom to the Gallas and Turks. But God created me, lifted me out of the dust, and restored this Empire to my rule. He endowed me with power, and enabled me to stand in the place of my fathers. By His power I drove away the Gallas. But for the Turks, I have told them to leave the land of my ancestors. They refuse. I am now going to wrestle with them. Mr. Plowden, and my late Grand Chamberlain, the Englishman Bell, used to tell me that there is a great Christian Queen, who loves all Christians. When they said to me this, "We are able to make you known to her, and to establish friendship between you," then in those times I was very glad. I gave them my love, thinking that I had found your Majesty's good-will. All men are subject to death, and my enemies, thinking to injure me, killed these my friends. But by the power of God I have exterminated those enemies, not leaving one alive, though they were of my own family, that I may get, by the power of God, your friendship.

* Correspondence respecting Abyssinia laid before Parliament.

I was prevented by the Turks occupying the sea-coast from sending you an Embassy when I was in difficulty. Consul Cameron arrived with a letter and presents of friendship. By the power of God I was very glad hearing of your welfare, and being assured of your amity. I have received your presents, and thank you much.

I fear that if I send ambassadors with presents of amity by Consul Cameron, they may be arrested by the Turks.

And now I wish that you may arrange for the safe passage of my ambassadors everywhere on the road.

I wish to have an answer to this letter by Consul Cameron, and that he may conduct my Embassy to England. See how the Islam oppress the Christian.

Cameron's visit to Bogos.

After forwarding this letter, Captain Cameron proceeded to the country of the Bogos, at the extreme north-east of Abyssinia, nearly surrounded by Egyptian territory. The Christians of Bogos had been plundered by the Shangallas, black tribes under the dominion of Egypt, and Captain Cameron, in imitation of the conduct of Consul Plowden under similar circumstances, went to Bogos, to do what he could in behalf of the Christian community. In this journey, he was accompanied by Samuel, afterwards known as Aito Samuel the King's steward. From Bogos, where he left Samuel, he proceeded to Kassala, the centre of the Egyptian administration in that quarter. At Kassala he met Mr. Speedy, whom he sent as Vice-Consul to Massowah, while he remained away from that port. Thence he travelled to Metemeh. Here he was taken ill, and, in order to recruit his health in a cool climate, returned to the high land of Abyssinia, and reached Jenda in August 1863. Captain Cameron's visit to Egyptian territory had been dictated purely by a desire of affording protection to oppressed Christians, and for the purpose of collecting information with regard to the slave trade in the Sudan.

Theodore sends a letter to the Emperor of the French.

At the same time as Captain Cameron received Theodore's letter for the Queen of England, a letter was despatched to the Emperor of the French by the Negus. Of this M. Bardel was the bearer. He was not received well at the Court of Tuileries, and returned to Theodore with loud complaints against the Emperor of the French. During his absence, M. Lejean, a French gentleman who had been appointed Consul at Massowah, visited Theodore's court. He was accompanied by a physician named Dr. Lagarde, and by Mr. Dufton. At his audience with Theodore, he presented a letter from the French Minister for Foreign Affairs, as well as some valuable presents.

M. Lejean.

At the time of the arrival of M. Lejean, Theodore was on the point of undertaking an incursion into the province of Gojam, which had revolted. M. Lejean accompanied him in this expedition, which set out on February 11. At the beginning of March, the Frenchman, weary with Abyssinian life and the hardships of the campaign, resolved to demand his dismissal. Theodore refused to see him. M. Lejean attempted to force his way into the Emperor's presence, who put him in irons for 24 hours. He was then released, and sent to Gaffat. On the return of Bardel, Theodore considered that he had been insulted by the Emperor of the French, and ordered his representative to immediately quit Abyssinia. M. Lejean set out from Gondar on October 2, 1863. It was thus a French subject who was the first European that suffered under Theodore, and in whose person the law of nations and the sacred character of ambassador were violated by the Negus.

French Consul put in chains.

Missionaries chained.

In October, Mr. Stern obtained leave to return to the coast. On his way he passed the King's camp in Wogera, and stopped to pay his respects. He was seized and imprisoned. On November 13, a detachment of troops was sent to Jenda, seized most of the missionaries, as well as Mrs. Flad, brought them to the King's camp, and loaded

them with chains. On November 20, a public court was held, at which Mr. Stern and Mr. Rosenthal were tried. Many charges of a puerile nature were brought against them, and the Europeans were assembled to be their judges. The prisoners were after the trial kept in close confinement.

Arrival of despatches from the Foreign Office.

Almost immediately after this, on November 22, a young Irishman, Kerans, who had come out to act as Secretary to Captain Cameron, arrived at Gondar. He was the bearer of despatches from the Foreign Office to Captain Cameron, in one of which the latter was ordered to quit Abyssinia, and return to Massowah. There was no answer to Theodore's letter to the Queen. Theodore was enraged.

Captain Cameron, after the arrival of Kerans, was summoned to the King's camp, and ordered to remain there until further orders. He wished to return to Gondar on the plea of bad health, but was not allowed to do so. On December 4. Stern and Rosenthal were summoned before the Negus. Knives were prepared to cut off their hands and feet. They were only saved from horrible mutilation and a lingering death by the intercession of the Abuna.

Till the beginning of January Consul Cameron waited, when he informed the Emperor that he was ordered to Massowah, and requested permission to be allowed to leave in a few days.

Captain Cameron imprisoned.

On the following morning, January 4, 1864, Captain Cameron, his European servants, the Gondar missionaries, and Mr. Stern and Mr. Rosenthal, were summoned into Theodore's presence. Captain Cameron was rudely interrogated as to there being no letter to Theodore sent by Mr. Kerans from Queen Victoria; and the Negus abruptly closed the interview by ordering them all to be kept close prisoners. M. Bardel was then sent off to Kassala, probably for the purpose of finding out what an Egyptian general with a considerable force was doing at Metemeh, of investigating what Captain Cameron had been doing during his journey in that quarter, as well as to inquire into a Quixotish enterprise undertaken by some Frenchmen, under Comte de Bisson, against Abyssinia. Bisson's expedition never reached Abyssinian territory, but failed at Barea, where Bisson began to fortify the permanent camp, whence he was immediately brought back to Kassala by a strong detachment of Egyptian troops. It disquieted Theodore, however, who no doubt thought that Captain Cameron's visit to Kassala in the previous year had some connection with Bisson's enterprise. On the return of Bardel, the European workmen from Gaffat were summoned by the Negus to deliberate in a special Council on the liberation of the captives. On February 4, the Council was held, and, by the recommendation of the Gaffat Scripture-readers, Flad, Staiger, Brandeis, Cornelius,* and the two German chasseurs, were set at liberty. The British Consul, his suite, Mr. Stern, and Mr. Rosenthal, were kept in chains. The head of the Gaffat missionaries told Captain Cameron that he would request Theodore to release him and the other prisoners if Cameron would engage that England would insist on no satisfaction for the insult offered to her Envoy. This Captain Cameron declined to undertake. He and his companions were retained in captivity.†

A few days afterwards M. Bardel was himself added to the number of captives, when Theodore found his services no longer requisite.

Scripture readers.

On February 14, the Scripture readers were ordered back to Gaffat, and the prisoners who had been liberated were sent there also to work with them in the manufacture of matériel of war. On the same day Captain Cameron contrived to send a note in pencil

* Cornelius died before the release of the other Europeans. † Dr. Blanc's "Captivity in Abyssinia."

to Mr. Speedy at Massowah, in which he told that he himself, his suite—consisting of Kerans, McKelvie, and Pietro—as well as Stern, Rosenthal, and Makerer, were confined in chains at Gondar, and that their release was hopeless until the receipt of a civil letter in answer to that of Theodore to the Queen.

Mr. Stern tortured.

On May 12 the captives, and especially Mr. Stern, were most brutally tortured. The torture was repeated again on the night of the 13th. The particulars of the atrocious sufferings to which they were subjected by the command of the Negus have been told by Mr. Stern. After the rains of 1864, Theodore started for a campaign in Gojam against the rebel Tadela Guralu and the captives were sent off to Amba Magdāla chained two and two together. In Magdāla they were detained in hand-chains till July 1, 1865, when Menilek, the Crown Prince of Shoa, who had also been a prisoner in the fortress, escaped. Theodore, who watched him with a glass, saw him received by a number of Gallas, and was thereat so incensed that he ordered the execution of all the Mahometan Galla prisoners, among others, of the son of the Galla Queen, Werkait, who was in his hands as a hostage. These unfortunates had their hands and feet hacked off, and then their mutilated and bleeding but still living carcases were hurled over the precipitous rock on which the amba stood. Hand-chains as well as ancle-chains were also placed on the Christian prisoners, and the two were fastened together so that the wearers were bent double, and thus rendered unable to stand erect by day or stretch their wearied limbs at night. Thus they remained till February 25, 1866, when they heard of the arrival of Mr. Rassam at the camp of the Negus, and were ordered to be set at liberty.

Execution of Galla prisoners.

Mission of Mr. Rassam.

When the news of Consul Cameron's detention in Abyssinia arrived in England it was hardly believed. It was soon, however, proved true by the receipt of his letter. The Foreign Office selected Mr. Hormuzd Rassam, Assistant Political Resident at Aden, to be the bearer of a letter from the Queen of England to Theodore. Mr. Rassam was also furnished with a letter from the Coptic Patriarch of Alexandria to Theodore, and one from the same spiritual chief to the Abuna. The Queen's letter was translated into Arabic in Egypt, and forwarded to Mr. Rassam at Aden, whence he set out on July 20, 1864, for Massowah, in H.M.S. "Dalhousie," accompanied by Dr. Blanc. On the 23rd Mr. Rassam arrived at Massowah, and on the following day sent off messengers to Theodore with the letters from the Patriarch to the Abuna and the Emperor, as well as with one from himself to Theodore, announcing the arrival of the Queen's letter at Massowah. Mr. Rassam also informed the Negus that he was desirous of delivering the Queen's letter in person; that at Massowah he would await the Emperor's reply, and that in case the Emperor desired his presence, he solicited to be provided with an escort. For a long time Mr. Rassam received no answer, but he was enabled to communicate with the captives, and to supply them with stores and money. In February 1865, as no answer was received from Theodore, it was thought that perhaps Mr. Rassam's mission would acquire more dignity by the addition of a military officer. Lieutenant Prideaux, of the Bombay Staff Corps, was therefore attached to it. He arrived at Massowah in May of the same year. As no intelligence could be obtained from Theodore, a letter was again sent by a relation of Samuel, the Emperor's steward, who happened to be at Massowah. He returned, after a long lapse of time, in July, with information that Captain Cameron was released, and brought with him a letter from Theodore, neither signed nor sealed, in which he ordered Mr. Rassam and his companions to proceed to Metemeh, and inform him of their arrival at that place. In the meantime the Government had ordered Mr. Rassam to withdraw, and had appointed in his stead Mr. Palgrave, the celebrated traveller in Arabia. Mr. Rassam, under these circumstances, considered

it his duty to go to Egypt, and request further orders. He telegraphed the news of Captain Cameron's release home, when he arrived in Egypt on September 5. Here Mr. Palgrave was ordered to remain, and Mr. Rassam ordered to return to Massowah. He arrived there on September 25, where he found that letters had arrived from the captives, in which a denial of their release was made, and that on the contrary they had had hand-chains added to their previous bonds. These letters had been taken to Aden by a man-of-war. Mr. Rassam, in order to make himself acquainted with their contents, and to consult with the Political Resident at that station, Colonel Merewether, went to Aden. Captain Cameron's letter, which had arrived there, contained an earnest appeal to Mr. Rassam* to go up to Theodore at once, as his declining to do so would prove of the utmost danger to the prisoners. Colonel Merewether accordingly advised Mr. Rassam to proceed.

Journey of Mr. Rassam.

Mr. Rassam, Dr. Blanc, and Lieutenant Prideaux returned to the African coast. On October 15 they left Massowah, and arrived at Kassala on November 6; on the 17th, at Suk Abu Sin, capital of the province of Kedaref, and at Metemeh on November 21. They thus, deducting seven days, when they were forced to halt for want of carriage, accomplished the distance of 540 miles in 30 days. Their track had lain through the unhealthy lowland of the Sudan, which teems with fever and malaria. They had travelled with all speed, but at the expiration of much time and trouble were only within the same distance of Magdāla as they would have been in Annesley Bay.†

Unhealthy lowland of Sudan.

The day after his arrival at Metemeh Mr. Rassam despatched two messengers to Theodore to inform him of his arrival. After a month's delay these returned with courteous messages; on December 25 (1865), Sheik Jumna, the Governor of Metemeh, who paid tribute to both the Negus and the Viceroy, was ordered to treat the mission well, and to provide them with camels as far as Wokhni, where they would be met by an Abyssinian escort.

On December 28, the party left Metemeh, crossed into Abyssinia, and on the 30th arrived at Wokhni.

Mr. Rassam's meeting with Theodore.

On January 25, Mr. Rassam's mission arrived at Theodore's camp in Damot. They were received with all honour, and delivered the Queen's letter. Theodore signified his intention of releasing the prisoners, and himself accompanied them a part of the way to Koarata on Lake Tsana, which was to be their residence until the arrival of the captives from Magdāla. At Koarata the mission was attended by Samuel, the King's steward, who acted as balderaba (introducer), and also, on account of his knowledge of Arabic, had been interpreter between Theodore and Mr. Rassam. On February 17, the party arrived at Koarata, where a few days afterwards it was joined by the Gaffat people, who had been ordered by Theodore to come to Koarata, in case the mission might feel lonely.

On March 12, the captives from Magdāla, who were joined at Debra Tabor by those there, arrived at Koarata. Theodore was at this time engaged in plundering and destroying with fire the crops, villages, and towns in Damot, Mecha, and Zagé. He sent, however, some charges, which were read to the captives, and these, after acknowledging that they had done wrong, were to be released. A few days later, Theodore wrote to Mr. Rassam, requesting him to write for workmen, and to await their return.

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* Dr. Blanc—"Captivity in Abyssinia."

† Some advocated the unhealthy route through the Sudan as the one by which the British forces should have advanced to assail Magdāla.

Mr. Rassam, in return, said it would be better if he was allowed to depart, as he could better represent the desires of his Majesty. Theodore then sent a courteous invitation to Mr. Rassam to spend a day with him, and on March 25 received him at the camp of Zagé.

Theodore met Mr. Rassam and his companions with every token of deference. His object was to obtain European workmen, and he attempted to accomplish his purpose by cringing servility. He was, however, very much annoyed that Mr. Rassam had not written for the artisans, and he took counsel of his own chiefs and the Gaffat people whether he should let the Europeans go. He was counselled by all to permit the Europeans to depart. Mr. Rassam and his companions returned to Koarata, in the expectation of immediately setting out with their released countrymen for England. They were destined to be grievously disappointed.

Mr. Rassam imprisoned.

On April 13, the Magdāla and Gaffat prisoners started for the coast. Mr. Rassam's mission, accompanied by the Gaffat workpeople, were to pay a visit to King Theodore, and afterwards to meet the prisoners at Tankal, near the north-west extremity of Lake Tsana, whence all were to start for Massowah together. At Zagé, Mr. Rassam was met by Ras Engeddah, Theodore's Prime Minister, and treated with every respect. He was conducted into the tent of the Negus, where the Abyssinian grandees were collected. The throne was also there, but Theodore was absent. At a given signal, soldiers rushed on Mr. Rassam and his companions, tore off their accoutrements, submitted them to great indignity, and made them prisoners. The prisoners who had departed on the Tankal road were also brought back and confined. The excuse advanced by Theodore for this conduct was that the prisoners had been sent away without being reconciled to him. On April 17, all the Europeans were brought before Theodore, who dictated a letter to the Queen of England, of which Mr. Flad was to be the bearer. Mr. Flad was also the bearer of a letter from Mr. Rassam to Lord Clarendon, the then Secretary of State for Foreign Affairs, which was written by the order of, and inspected by, Theodore. In both of these letters application was made for European workmen, and machinery for the manufacture of munitions of war, and for an instructor of artillery. Mr. Flad left the camp April 21, arrived in Alexandria June 29, and in London July 10.

Mr. Flad sent to England.

Wane of Theodore's power.

The detention of Mr. Rassam as a means to obtain artillery was probably not unconnected with the fact that Theodore's power was already waning. His large army had depopulated whole provinces which were hostile to him, but now he was compelled to devastate provinces even friendly to him, as insurrection and rebellion were closing upon him. Gobaze, the descendant of the royal house of Zague, whose father had been hanged by Theodore, raised the standard of revolt in 1865 in Lasta. He was quickly joined by the mountaineers of that district, by large numbers of discontented peasantry, and was aided by the soldiery of his stepfather, the chief of Wadela. All Lasta succumbed to him. He then marched against Tigré, where he defeated Theodore's general, and left as ruler his lieutenant, Dejach Kassai. Wadela, Enderta, Talanta, and Daont afterwards submitted to him, In 1865, Menilek, Prince of Shoa, escaped from Magdāla, and called his retainers together against Theodore. The Gallas were also in constant enmity with the Negus.

Till the end of June the Europeans, although detained as prisoners, were not unkindly treated. They were then sent to Magdalla, where they were soon afterwards put in chains. They suffered hunger, cold, and misery, till the spring of 1868; and in constant fear of any angry paroxysm of the Negus faced the bitterness of death, till they were relieved by the British troops.

Return of Mr. Flad.

In December 1866, they heard that Mr. Flad had reached Massowah, bringing with him a letter from the Queen to Theodore. In this letter Her Majesty said that machinery

had been sent to Massowah, to be handed over to Theodore's officers who should bring down the captives to that place. Some artisans also accompanied Mr. Flad. Colonel Merewether arrived at Massowah at the same time, and wrote to Theodore that he would only allow the artisans to proceed into Abyssinia when the captives were returned to him. These letters had no effect on Theodore. For many weary months the prisoners lingered on. It was not till December 1867 that they heard that British troops had landed in the country and were marching to their release.

Cruelties of Theodore.

From the time that Mr. Rassam and his companions left Theodore for Magdāla, his cruelties and atrocities increased. He shortly afterwards plundered Gondar, pillaged the churches, burnt the buildings, and had many priests and young girls cast alive into the flames. In April 1867 the rebellion brought about by his misdeeds was almost general. Except his fortresses and his camp few of his acquisitions owned his authority. In April 1867, fearful that his European workmen at Gaffa might be seized by some rebel, he moved them into his camp. At the same time he began the construction of two roads from Debra Tabor, one towards Gojam, the other towards Magdāla. At this time the Gaffat people, in order to court Theodore's favour, and, if possible, to avert from themselves the executions, floggings, and beatings which were continually being carried on, proposed to cast for him a gigantic mortar. The idea delighted him: the work was commenced, and was not without influence on the British Expedition.

Prince Kassai assumes power over Tigré.

In the spring of 1867, Dejach Kassai, the lieutenant of Wagshum Gobaze in Tigré, rebelled against his master, and assumed the supreme power of that province

On April 26, 1867, Mr. Flad found Theodore in Dembea. His army was rapidly deserting him. He could hardly obtain food for his followers. The peasantry destroyed their own crops and villages at the sign of his approach, but revenged themselves on the Negus by cutting off his stragglers and nightly alarming his camp. He retorted by torturing and executing all who fell into his hands. In one month, in Begemder, he killed or burnt alive more than 3,000 people. Famine now threatened his camp, which became almost uninhabitable from the smell of horses and mules dead from starvation.

Debra Tabor burnt.

Under these circumstances, Theodore resolved to quit Debra Tabor and march to Magdāla. Wagons to convey his artillery were prepared. On October 10, 1867, he set out, having first burnt Debra Tabor. His march was difficult and harassed. By desertions, death, and frequent executions, his army was reduced. On the line of march his troops were surrounded by peasantry and rebels, who cut off every straggler, and missed no chance of plunder. Every day the road had to be made for the passage of the artillery. The distances daily traversed were necessarily short. On November 22 he reached the steep acclivity which leads from the plain of Begemder to the plateau of Zebit. He had to quarry a road up the basalt precipice which forms the face of this ascent. By December 15 this road was ready, and on the 25th he encamped on the Wadela plateau, above the ravine of the Jedda. Here arduous work awaited him. The descent to the Jedda and ascent to the Talanta side are nearly precipitous. Up and down these the road had to be carried, and the heavy ordnance dragged. Theodore made friends with the peasantry of Talanta, and employed large working parties of the country people as well as his own soldiers to push on the road. On January 10 he began his descent, and reached the bottom of the ravine on the 28th. Thence he gradually ascended, and encamped on the plateau of Talanta on February 20, within sight of the fortress of Magdāla.

Theodore's march to Magdāla.

CHAPTER II.

DIPLOMATIC PROCEEDINGS.

LIEUT.-COLONEL MEREWETHER, the Political Resident at Aden, was directed, in July 1867, to proceed to Massowah, with machinery and artificers, which he was to send to King Theodore, if he released the captives. He was instructed, at the same time, to make inquiries and collect information, in case of an Expedition into Abyssinia.

Colonel Merewether visits Massowah on the 10th July, 1867.

Lieut.-Colonel Merewether reported to the Secretary of State for India, that on the night of the 10th July, 1867, he arrived at Massowah, and found letters from Magdāla up to the 19th ultimo. All the captives were well up to that date, and in a more favourable position than when they last wrote: the situation of the Europeans at Debra Tabor, including Mrs. Rosenthal, Mrs. Flad, and their children, was, however, most perilous.

M. Münzinger had returned the evening before from his trip *viâ* Amphilla, bringing very valuable information.

Mr. Rassam's letter of the 20th May, 1867.

Mr. Rassam wrote as follows on the 20th May, "I have very little to say by this "opportunity, as the enclosed note from Mr. Flad to me will give you all the news. The "messenger I had despatched to the Emperor, at the end of last month, has not yet "returned, and I am most anxiously awaiting intelligence about his reception, after the "late interview of His Majesty with Mr. Flad. I hope and trust we shall be allowed to "spend next winter (the rainy season) in our present position, otherwise I fear we shall "have to endure great privations and discomfort during the rains. It is quite evident "now, after what has transpired at the interview of Mr. Flad with the Emperor, that there "will be no release without coercive measures. Our friend is always ready to trump up "grievances."

Mr. Flad's reception by Theodore, and report of proceedings, dated the 3rd May, 1867.

The letter alluded to by Mr. Rassam, as having been received from Mr. Flad was as follows, and dated Debra Tabor, 3rd May:—"I suppose you will already have heard of "my arrival at this place. Allow me to give you, in a few lines, a short description of "my interview with the King. After I had been placed on Laa Amba, in Chelga, for a few "days, the King sent three officers to me as an escort to him. His camp was at that "time at Arabia, in Dembea. Early on the 26th April I arrived in the camp; His Majesty "was absent in Daguda. At three in the afternoon he came back from that place; "about four o'clock he sent for me. The reception was a very cold one. I handed over "to him the Queen's letter, and afterwards delivered the others I had, from Colonel "Merewether, Dr. Beke, and the relations of Consul Cameron, Messrs. Stern, Rosenthal, "and Kerans. In giving him the letter of Colonel Merewether, I informed His Majesty "that that gentleman had sent him a good telescope (I told his Majesty you, Mr. Rassam, "had written for it to England, and that it was expressly made for far distances), as a "present sign of friendship. Immediately His Majesty asked me to send for the telescope,

" as he was very anxious to see it. In a hurry it was taken out of the box, and I was " ordered to put it in order, and to show him the right point to suit his eyes. As I had " not seen the telescope before, it took me some time to put it in order, and I was unable " to find out at once the right place by which His Majesty could see. The King got " angry and tired of it, and sent the whole into his tent, saying, 'We will try it to- " 'morrow, but I know it is not a good telescope; it is not sent to me for the good.'* " After this, I was ordered to sit down again; all the bystanders were sent away, and I " was questioned, 'Have you seen the Queen?' to which I answered in the affirmative, " saying that I had a very gracious reception from Her Majesty the Queen, who gave me " a message to His Majesty by word of mouth. 'What is it, what is it,' he asked, 'Her " 'Majesty the Queen said?' 'If you see the King, tell him from me that, if he does " 'not at once send out of his country all those he has detained so long against their will, " 'he has no right to expect any further friendship from me.' This royal message he " made me repeat from time to time. After a pause, he said, 'I asked from them a sign " 'of friendship, which is refused to me. If they wish to come and fight, let them come; " 'by the power of God I will meet them, and call me a woman if I do not beat them.' " He was then going on for a long time boasting, when I said that, if he had not sent " Mr. Rassam, &c., to Magdāla, the workmen and machinery would have been sent to " his Royal Court at once, and that Her Majesty the Queen then had sincere intentions " to form a friendly alliance between England and Abyssinia, and that still now Colonel " Merewether was at Massowah with the workmen, waiting for His Majesty's orders at " what place he would decide to exchange the prisoners for the workmen and machinery. " I also assured His Majesty that England at present had no intention of going to war " with him, but desired to settle the affair amicably. But, if he should refuse to comply " with Her Majesty's request, England would be compelled to go to war with him; and " not only this, but, as England hitherto protected Abyssinia against the Turks, 'I fear, " I said, 'that, if England should go to war with your Majesty, France will do the same, " 'and Egypt will be only too glad to make the most of the opportunity for her. Up till " 'now, England prevented Egypt from making war on Abyssinia, but, as soon as your " 'Majesty forces England to go to war, it could not prevent Egypt from doing the " 'same, and so you will bring a war on yourself, not only with one, but with three " 'powerful nations.' On the 27th, I was called to give up the baggage I had brought, " First, I separated the things I had bought for his own two thousand dollars. I wished " to read and give to him the account, but he refused it. 'By my death, don't tell me " 'how you spent the money, and what you paid for the articles.' Secondly, I presented " to his Majesty the presents sent by the relations of Captain Cameron, Mr. Stern, &c., " through Dr. Beke, consisting of a flour mill, doubled-barrelled breech-loading gun, " four revolvers in cases, files, a case of saws, and some carpenter's tools. I was asked " who it was who sent these things. I said the relations of Captain Cameron, &c., as " His Majesty would find in the letter I brought from them. After that, I had to sepa- " rate your (Mr. Rassam's), and the things of the Gaffat people, and my own. Everything " was counted, and remained near the royal tent. The one thousand dollars† I had " brought with me for you (Mr. R.) I had to count to one of his officers; after this I

* The objection to the telescope was a mere pretence. He wanted something to vent his anger upon, and selected this. The glass was a most excellent one, and was sent to him as an earnest of what there was in store for him if he complied with Her Majesty's demands.

† Four thousand dollars were given to Mr. Flad, to deliver to Mr. Rassam, but he left 3,000 with Mr. Eipperle, at Kedaref.

" was sent to my own tent. Friday and Saturday, I received nothing to eat and nothing " to drink from him. On Sunday, Easter-day, he gave me 10 cows, but of these one " only was sent, and killed for my servants. On Sunday evening the telescope was sent " to me again. I put it all right, and went with one of his officers to him. The officer " who had tried it himself, and found it excellent, told him that it was a good telescope, " and he could see distinctly through it. 'Let me see it,' he said; 'I can't see anything, " ' it is not sent to me for the good. It is the same story as it was some years ago, with " ' that carpet sent me by Basha Falika (Mr. Speedy), through Kerans, but I chained the " ' bearer of that carpet, by the power of God. This man who sends me the telescope " ' wishes only to vex me. He wishes to tell me, Though you are a King, and I send " ' you an excellent telescope, you can't see anything through it.' I did all I could to " assure him that Colonel Merewether was not a man for such an act, and that time would " show that it was a good telescope. I asked him to send it to his European workmen. " At last, he got so angry that I found it better to keep silent. On Monday morning " he sent to me that I should prepare myself, as he wished to send me to my family at " Debra Tabor. Before I took leave, I said that I had still some more to tell him. He " took me alone with him into his tent. I informed him of the French proceedings with " Menilek in Shoa*; of the friendly messages between Wagshum Gobaze and the " Roman missionaries at Massowa; of the message Wagshum Gobaze sent to M. Mün- " zinger to make him a friend with England,† but that the offer had been refused, telling " Wagshum that only King Theodore could be acknowledged, all others being rebels to " him, and no communication could be held with them. I informed him that Egypt " was just now building a new fort at Kufil, and that they had about 25 steamers in the " Red Sea. I tried to convince him that it would be to his own and to his country's " gain to yield to Her Majesty's proposals, and by releasing and sending away the " captives to make England his friend. To all this, he replied,—' Don't fear; the victory " ' comes from the Lord. I trust in God, and He will help me,' &c., &c. I was " astonished that he listened to all I told so very cooly and indifferently. At last, he " said, 'I don't fear. I don't trust in my power; I trust in God, who says, if you have " ' faith as a mustard grain you can remove mountains. You don't know all. I know " ' that if I had not chained Mr. Rassam the workmen would never have been sent to me. " ' Not only at the time of Captain Cameron, when they gave no answer to my letter in " ' which I had asked for friendship, I found out they were not my sincere friends, but I " ' saw it even at the time of Plowden and Bell—those were my friends—and out of " ' friendship to them I treated them well. I leave it to the Lord, and He shall decide " ' between us when we are fighting in the battle-field.' He gave me an order for 500 " dollars, of which I received 120, and said I should go to Debra Tabor, when he would " come soon. Your (Mr. Rassam's) articles he said Mr. Waldmaier would know what to " do with. I was to give them to him. Mr. Waldmaier put them in the King's treasury. " The few things I had packed with my own I send you now. The 1,000 dollars, the " King said, as the road was very unsafe to Magdāla, he would keep, and send you an

* This refers to an application made by Menilek to the French Consul in Aden in 1865, for cannon and muskets to enable him to act against Theodore. These the French Consul refused.

† M. Münzinger informed Colonel Merewether that Wagshum Gobaze had sent a letter to him in November, but as he had learned that no communication with the rebels could be allowed as long as treating with Theodore was going on, he simply sent a verbal message to Wagshum Gobaze saying that no letter could be received except through King Theodore.

"order for the amount to Magdāla as soon as he returned to Debra Tabor; for that "reason he wished Nona Mahomed (Mr. Rassam's messenger) to wait here. Our present "position here (Debra Tabor) is a very bad one. We are all anxious for the days, and "what they will bring us, when His Majesty comes back from Dembea, which is now "utterly ruined."

Mr. Flad's letter of the 16th May, 1867.

Mr. Flad further wrote to Mr. Rassam from Debra Tabor on the 16th May,—

"We are in pretty good health, but sickness is all around us. His Majesty has "been here for one night. He was very kind to every one. Your letter and messengers "have been received kindly by His Majesty. He ordered them to await here his arrival, "as he wished on his return to send you your stores, and an order for the one thousand "dollars. We hear that his camp is near the Reb. When His Majesty was here, he "inquired about the telescope. Mr. Waldmair said, that he and Mr. Zander had tried it, "and found it to be a good and excellent telescope. It has been proved before the Ras "that it is far better than all the telescopes the King possesses. About His Majesty's "intentions we know nothing. Mr. Zander is very ill. Messrs. Brandeis, Essler, and "Schiller are also suffering from illness. His Majesty has not sent an answer to the "Queen's letter. He had only written a letter to me, saying, 'If they give me a sign of "'friendship, bring it by the way of Metemeh, and after I have seen it I will release "'Mr. Rassam and Consul Cameron, and send them to their country.'"

Mr. Flad managed the interview exceedingly well. His firm manner and straightforward speaking would appear to have had good effect, for, though the King was evidently angry at the work-people and presents not having accompanied him, he had not made him personally feel the effects of his resentment, as all at Debra Tabor and elsewhere in Abyssinia expected he would.

Mr. Rassam's letter of the 3rd June, 1867.

On the 3rd June, Mr. Rassam wrote,—

"You will be sorry to hear that we shall soon be hard up for money, because we find "it impossible to obtain any from Metemeh, in consequence of the general anarchy between "this and Chelga. The 1,000 dollars brought by Flad he made over to the Emperor, and "it is doubtful whether we shall ever receive them. Six messengers, whom I sent to "Metemeh a few days ago, for the purpose of bringing us money thence, have been seized "by the rebels, within a day's journey of Debra Tabor, and we have not yet heard what "has been their fate. Unfortunately they were travelling in company with royal "messengers, and a cavalry officer, who had decamped from the royal camp at Debra Tabor "the evening before, met them the next morning and pounced upon them. Our messengers "had six mules with them, but of course they were all plundered by the new rebel. I have "now only 800 dollars left, and, as I have to support every European and all their servants, "I fear we shall be in distress during the fast approaching rainy season, unless we receive "relief before the middle of next month. It is reported that all the Europeans at Debra "Tabor have been chained, not excepting Flad, and that even the ladies are now imprisoned. "The disturbances on the road between us and them have so increased lately, that it is "quite impossible for us to get any authentic news. I have tried no less than three times "to communicate, but without success. The last communication I had from Flad was "dated 16th ultimo."

Mr. Rassam's letter of the 12th June, 1867.

Again, he wrote on the 12th June,—

"On the 3rd instant I wrote to you, and informed you of our difficulty in money "matters, in consequence of the total blocking up of the roads between this and Debra

" Tabor, and between the latter place and Metemeh. Of the 4,000 dollars you kindly " sent to Metemeh, I have only received 100 through Mr. Flad. Besides those 4,000 " dollars, I have 1,000 with the Gaffat people, which I fear will be as difficult to procure as " the 1,000 which His Majesty received from Mr. Flad on my account. The country could " never be in a worse state of anarchy. There is no district in Abyssinia now which has not " revolted against the enemy of mankind, and His Majesty is sinking into insignificance " daily, though his vicious propensities are on the increase. The rebels between this and " Debra Tabor have so determined to stop all communication between the royal camp and " his fortress, that they do not allow a soul to pass through, consequently we cannot obtain " authentic information regarding the fate of the Gaffat Europeans and Mr. Flad ; but the " rumour of their all being in chains has not been contradicted. We have now no less " than nine servants missing, but whether they are killed, or detained by the rebels of " Begemder, it is difficult to know. The last we heard of them was that they had been " stripped naked by the rebels, but, as it is rumoured that my head servant Ubie managed " to save the letter I gave him for Mr. Eipperle, to send me some money, I have great " hopes that he has gone on hither with my other servants. However, it is quite problema- " tical whether he will ever be able to return with any money, especially as we now hear " that even Chelga has rebelled against the power of Theodorus. His Majesty has now " got so weak, that it would be quite impossible for him to put down the rebellion, and his " troops have now so little faith in what he says, that whenever they have a good opportunity " large companies desert. Yesterday a great Ras passed below this mountain on his way " to his own country, with all the Yeju part of the royal troops, who had abandoned their " royal master, as hundreds of others are doing. It is also reported that all the soldiers of " Daont and Tälanta (the only remaining districts in this vicinity who have kept faithful " to the Emperor) have returned to their country without taking leave. I shall not be " surprised if we yet leave Abyssinia without the aid of war from without ; for I believe, if " our friend fall, which fall must be quite sudden, the prelate will be of great help to us, " and I am certain he will try his best to see us safe out of the country as soon as possible. " We have had an epidemic on this mountain, something like typhus fever, but, happily, it " has not reached our art of the fortress. It has played great havoc among the native " prisoners, of whom it has carried off a great number. Some great men have met their " death, and one of the Chiefs who guards the prisoners has died of the malady. The last " time I heard from Debra Tabor, I was told that a good deal of sickness pervaded the " royal camp. As soon as I hear of important news from the camp, I will despatch a special " messenger to Massowah with it. In the meantime I shall be looking with anxiety for " what any day may bring forth after this."

From a letter of Dr. Blanc's, dated 19th May, the following has been extracted. After stating that he had heard from Mr. Flad that the latter had sent messengers to the coast with a full account of his meeting with the King, Dr. Blanc said,—

Dr. Blanc's letter of the 19th May.

" Flad's reception was cool enough, such as we expected. I believe that the firm " tone used by Flad had a good effect, and made His Majesty reflect ; at all events, he has " not come to any conclusion as yet, though more than three weeks have elapsed. No one " can form the slightest conjecture as to what course he will follow. The storm may burst " upon us any minute, and no human sagacity can foretell what the future has in store for " us. When we wrote, a fortnight ago, we were all much out of spirits ; we expected great " things, and instead, found, to our great disappointment, that the old system of letters " and messengers was still going on. We knew how the one was useless, and feared, with " reason, that the arrival of Flad would bring on a crisis. We were not wrong in both " cases. The Europeans of Gaffat have already suffered ; what is in reserve for us we are

" not as yet able to know, still, I believe, it is nothing good. Now that the matter is " beyond remedy, we take a much more quiet view of the state of affairs, awaiting the " smash with the greatest coolness, and bid him do his worst. The King is a rare fish. " The misfortune of your telescope, and the way he received your present, were quite " amusing. But no one must be deceived. He vented his rage on the telescope because " he was obliged to abuse or criticise, and preferred doing so on a subject which might " find credit in the eyes of the people. I am certain that, after the failure of the first day, " he had made up his mind not to see through it; his answer, so full of meekness, is one " also that would please his troops; they are superstitious and ignorant, and until the " eleventh hour he will speak of battles and the God that gives the victory, all the time " well determined not to try the venture. He has been recruiting his army on quite a new " principle. As I said before, he could not carry even the few things Flad would bring, " unless he went himself, or sent the greater part of his remaining troops. He did not " trust to the latter course, so went himself, and, not to waste time, he plundered at the " same time Chelga and Dembea so utterly that these two provinces are no better than " the Sahara. This heroic deed accomplished, he told the peasantry, 'You have now no " 'home, no food, no cattle. I have not done it. God did it. Follow me, and I will take " 'you where you will find plenty to eat, cattle in abundance, and punish those who have " 'brought God's anger on you.' He issued the same proclamation to the peasantry of " those portions of Begemder he had lately plundered. All these starving and homeless " creatures were only too glad to accept, and have come in *en masse* to swell the unwarlike " host of the former conqueror. With these he may march from place to place, carrying " them with him, like a cloud of locusts, to destroy the very land, but will not venture in " any of those parts of Abyssinia where any serious resistance may be offered. He is well " aware that this new levy can only sack and plunder, and that to the few gun men left he " must trust to resist the numerous armed rebels that surround him on all sides. Still he " can do a great deal of mischief. The future of Abyssinia, deprived of such a large " amount of its husbandmen, is pitiable enough, and it must soon again feel all the horrors " of severe famine and its accompanying epidemics."

With the above letters came a fragment, in cypher, giving the following intelligence:—" King of Shoa wrote Bishop some days ago, saying, 'If you like I will come " ' and take Magdāla.' Bishop answered, 'Come, by all means.'"

Position of affairs in Abyssinia in June 1867.

Not much faith was placed in this offer by the captives. Colonel Merewether, with his report, annexed *in extenso* another letter* from Dr. Blanc, containing information which he considered would prove interesting, as elucidatory of the state of affairs up to the latest date. On the whole, the accounts, as far as regards those confined on Amba Magdāla, might be considered far more satisfactory than the previous ones up to the 3rd May. The King's power was at the very lowest, the best of his troops had left him, and he had now merely a rabble, who would only remain with him as long as he could give them plunder. The communication between Magdāla and Debra Tabor being completely closed showed that the rebels must be there in force, and sufficiently so, it was to be hoped, to prevent the King falling back on the former, should he desire to do so.

The position of the Europeans at Debra Tabor, consisting of Mr. Flad, the German lay missionaries, the hunters of His Serene Highness the Duke of Saxe-Coburg, the two Frenchmen, Bardel and Mackerer, and the two poor women, Mrs. Flad and Mrs. Rosenthal with their children, was undoubtedly most critical.

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* See page 23.

Of the three messengers sent up separately on the 17th May, with Lord Stanley's letter to the King, two, who went by Hamazen and Tigré, had been seized by the rebel Chief, Tishoo Gobezye, in Wogera. He took the letters from them with his own hand. The third messenger went *viâ* Lasta, but nothing had been heard of him since.

A thousand dollars had been sent by these return messengers to Mr. Rassam, as they were considered trustworthy people.

Colonel Merewether reported the heat at Massowah in July very great, proving the inexpediency of bringing troops at that season of the year.

The following letter from Dr. Blanc to Colonel Merewether, dated Magdāla, 10th June, 1867, was also sent by Colonel Merewether to the Secretary of State for India, as indicative of the state of affairs in Abyssinia at that time:—

Dr. Blanc's letter of the 10th June, 1867.

NOTHING is more unsatisfactory than to write on vague rumours and untruthful reports; this time it cannot be helped, as we have but little correct information of what has latterly taken place. Since we wrote last, no messenger, either private or Imperial, has reached this place. The Begemeder people have at last risen *en masse*; the unheard-of cruelty, and the utter ruin brought upon them by their Sovereign, have at last roused the spirit of this enslaved race; it takes a long time to stir up the African blood, but, when once they shake off their fetters, it is difficult to bring them back to their former apathy. The impossibility at present to communicate from the camp to this Amba is, no doubt, the explanation of our present *statu quo*. The King may have decreed our deaths; even that we would know nothing about. No messenger can possibly bring any order, good or bad, and, unless the King comes himself, at least as far as the Jedda, there is but little chance of hearing either from him or from the Europeans. On the 27th last month, about a dozen of our servants were proceeding to Debra Tabor, some of them in order to bring here some of the kit Flad brought with him, others *en route* to Metemeh, when they were suddenly pounced upon by a party of horsemen, commanded by one of the King's officers, Zalulu, who had only a few hours before deserted with the troops under his command. All Begemeder men were armed and pretty well mounted. They had reached Gahint, a district about five days' march south-east of Debra Tabor, a short time before our servants; the peasantry, since a long time mutinous, hailed the arrival of their countrymen with joy, unburied their lances and swords, and declared themselves in open rebellion. As you may well expect, all was at the time excitement and turmoil; our servants arrived at a very unlucky moment; generally, prisoners' servants are allowed to pass everywhere unmolested, but on this occasion they were seized and plundered of everything they had, those only who had old trousers were allowed to keep them. We lost on this occasion six mules, and a good amount of other property. I came in for my share, as my servant was one of the number; my loss came to about 52 dollars, no trifle for people hard up, as we now are. Some of the servants were left to the tender mercies of the peasants, who did not allow them either to proceed or return, through fear that they would reveal their whereabouts. Others, with the King's messenger, Lig Lee (a relation of Ras Kidus Mariam, the now imprisoned former chief of this Amba), were taken away by Dejach Mutch Jaleder to the low country between Checheho and Zebit. They started in the evening; soon after dark, whilst crossing a small stream, a certain confusion arose amongst the horses and mules. Lig Lee and two of our servants who were with him, took advantage of this to make their escape. Lig Lee managed to evade all pursuit, but our servants were not so fortunate, they were overtaken and soundly flogged, to make them confess the road Lee had taken. They could give no information, as they knew nothing themselves, having lost one another in the darkness. Some of the soldiers proposed killing them on the spot, others to let them go after another thrashing; this milder counsel fortunately prevailed; bruised, naked, half-starved, they managed to reach the Amba, and gave us the tale of their adventures. Another servant belonging to Mr Stern escaped soon after the plunder; he was the first to bring us the news. Though both our servants and Mr. Stern's agree as to the plunder and the principal events, they are at variance regarding the fate of the other servants. Mr. Stern's servant says that all are still in the houses

of the peasants, the others that they have most probably been killed, as they met on the road two bodies of five or six of the servants of Acto Darger, brother of Labalu Salassie, late King of Shoa, a prisoner on this Amba. I believe, however, this report to be unfounded, as if correct, it would, no doubt, have been confirmed before this. The servants also disagree as to the fate of the Europeans. Mr. Stern's servant states that he heard that they had all been chained, and two days afterwards Flad and his wife had shared the same fate, and that all their property, as well as all that Flad had brought with him, had been confiscated. The others report that, on the King's return to Debra Tabor, he called the Europeans before him, and told them not to be afraid, that he was their friend, and that they must take care of the guns, and that the King had ordered a strong hedge to be built around their tents and huts, and that they were strictly watched prisoners without chains, as ourselves at Zage. It is quite impossible to say which of the two accounts is the correct one, probably both; first, the hedge, afterwards the chains, is a common practice of the King's. The newly levied army of peasants did not last long; as soon as they saw the King on his way back to Begemeder, expecting little profit, more likely hard blows, they melted away in the most wonderful manner. Desertion amongst the soldiers is on the increase. Zalulu, with his men, left the camp in the open day; many more would have followed, if the King himself had not arrived on the spot; he forbade all pursuit, being afraid that most likely many of the pursuers would join the runaways. He placed a line of musqueteers around his devoted soldiers, with orders to shoot anyone who ventured beyond the camp limits. In the province of Begemeder there cannot be less than 20,000 men in open rebellion, partly peasants, the majority runaway soldiers, all anxious to rid themselves of the tyrant who destroys their homes. Luckily for the King, they are not acting together; all the petty chiefs are jealous of one another; it requires a brave and clever man, of good family, to unite all these small independent rebels. With a strong united force, should this take place, the King would be done for. I know enough of the natural jealousy of the natives to feel assured that this will not take place as yet, at least. The King, with his small band of ruffians, will be allowed to go on plundering, torturing, and burning, wholesale fashion, not so much through his own strength, as the want of union among the rebels. The last we heard of the King himself is, that he has been plundering several of the districts in the neighbourhood of Debra Tabor, Amora Gedel, and Amuz Wanz.

On the 19th of last month, everybody at Debra Tabor was surprised by the sudden and unexpected return of the King. It appears that he had heard that the rebels had assembled in large numbers at Amora Gedel, about five hours' march from Debra Tabor. The rebels, believing that the King was still in Dembea, had intended to make a sudden attack on Ras Taja, and release the prisoners, the majority of them being Begemeder men. The King came on them so unexpectedly, that the rebels at first believed that Ras Taja had come to attack them, but the great number of silver shields and ornamental saddles made them suspect the King himself; all their courage vanished; the chiefs gave the example of the *sauve qui peut;* being better mounted than their followers, they managed to escape; the peasants threw down their arms, and begged for pardon—need I say, how useless their appeal for mercy, and that to a man they were all slaughtered on the spot. At the Amuz Wanz, however, it is said he met with a semi-defeat; his plundering parties were very roughly handled by the peasantry. The King managed to seize some of these brave men, and to prove to them his *ardent* love, had them burnt alive. Little reliance can, however, be placed on any of these reports. Abyssinians are famous for their power of invention, and according to your friendship or enmity to the powers that be, come with the most contradictory tales. Still these facts are pretty certain; the King is losing ground daily; he is worse and worse, and more cruel as he feels more disappointed; thirdly, he can still hang on a long time, unless the peasants and runaway soldiers unite under a common leader. All Abyssinians are superstitious; all believe in the horoscope, astrologers, &c. A popular belief exists, in which the King himself shares, that his death is to happen in the month of Saunû, and at no other time. Saunû begins on the 6th June, and ends on the 6th July; during that period the King seldom ventures abroad, never engages in any war or plundering expedition. Well, a few days ago, on his return from a good lift of cattle, he heard at night a proclamation being made at a short distance. Peasants follow the soldiers who have plundered them, and present themselves before the King, and sometimes succeed in getting back part of their property; it is true that they often get the stick for their trouble, but Abyssinians will run great risks where their property is concerned. The King inquired, and was told that a man was addressing the peasants who had followed their stolen cattle. "What does he say?" asked the King. He says, "That

" the month of Saunû being near, his countrymen must not fear, as in that month your Majesty " will die, and they will get back their property." The King called some of his officers, and told them, "As far as I am concerned, I must submit to what destiny keeps in reserve for " me, and the fellow's prophecy concerning myself can still turn out to be correct; but, to " prove to him that he is only an impostor, have all the cows and mules killed immediately. " Should I die, at all events he will still be wrong, and not get back the cows." 10,000 cows and mules were shot at once, to the utter mortification and disappointment of the prophet, the peasantry, and the soldiers. Here on our Amba we are pretty quiet. We have had our house repaired for the rainy season, and have made a small garden in front. We endeavour to banish, as much as we possibly can, all idea of prison and uncertain future. Sickness is considerable on the mountain. Cholera seems to have broken out in the common jail last month, together with a kind of typhoid fever. I have not heard of any cases of cholera lately, but many deaths take place daily from the other disease; one of the Council died from it a few days ago. Samuel had a bad fever the other day, but is now all right again. None of us are very sick; none quite well. Rassam has been suffering from headache and diarrhœa; Prideaux from a slight bilious attack; Stern and Rosenthal are pretty well; Cameron more or less unwell; myself, bronchitis and neuralgia. Evidently, the season is not a healthy one; it is due, I believe, to the great heat of the sun compared to the temperature of the houses, a difference of nearly 40 degrees. The vaccine matter you kindly sent up at last succeeded, and for the last three weeks no end of little niggers have enjoyed the privilege of preservation. It is quite astonishing how soon the people accepted it. No end bring their children, the only difficulty is to obtain the lymph from the previously vaccinated children, they have an idea that opening the pustule will cause the death of the child. As none, luckily, have died, it is to be hoped that the prejudice will before long disappear. The Gallas are the great terror of the Amhara garrison of this Amba; they are consequently very fond, when they have a chance, to delude themselves, and make others believe in their courage and desire to fight them. A few days ago, a hundred or so made their appearance at once; one of the chiefs, with several hundred musqueteers, made a sortie and returned in triumph, having gone in the opposite direction to where the Gallas have been seen. It is rumoured that the two rival Queens* will shortly come to blows. Werkait is still in Shoa, and is supposed to be backed by the ruler of that kingdom, whilst Masteat (the Looking-glass) is the favourite of the Galla chiefs, and is supposed to be at the head of 20,000 warriors. A short time ago she made her appearance in the neighbourhood, but seems to have gone in the direction of Gojam. Our servants are evidently frightened. Not one will go to Gaffat. One named Worku agreed to a few days ago, but ran away, it is said to Tigré, taking our letters with him. The news that the Europeans have been chained hands and feet, that all their servants have either ran away or are in chains, and the state of the road, has quite damped their courage. To-day, a messenger from this mountain, sent by the chiefs, is going to try his luck, and until now we have not been able to find a servant to accompany him. It is a pity that every messenger did not bring with him a good revolver with ammunition. With a dozen of them we might have long ago made our escape, but without arms it is not possible. There is nothing to be gained by lamentations, no good crying over spilt milk, so the less said the better. The Irishman drags the tail of his coat, and requests any gentleman to be kind enough to tread upon it, but the British lion lets his be trampled upon with the greatest meekness; let us hope that he will soon awake from his lethargic slumber, and give a few healthy roars in this country. I have written, I am afraid, a rather absurd letter, but it is not so much my fault as the difficulty to obtain anything like correct information. However, here is a summary of our position; a telegram you can send to the "Times":—"Europeans probably chained hands and feet, deprived of their " servants. All communication stopped, no possibility of obtaining anything from either Gaffat or " Metemeh. Epidemic on the mountain, rainy season close at hand, hardly any money, supplies " very scarce and dear, and every minute in expectation of something bad from our friend the " King." We expect every day to hear that Daont has rebelled; the Gallas come no more to bring supplies. Should Daont go over to the rebels, Talanta would shortly follow; then indeed it will be hard to get even the most common supplies of the country; add to this that our friend the King may come here shortly to add to our comfort. What can we do? Like Cassandra's, our warnings have been laughed at; all that is left to us is to hope and trust for the best.

* Gallas.

Samuel begs to send you his respectful compliments; he has just told me that he heard that Waldmaier, Bender, and Moritz Hall were not chained, all the rest hands and feet.

Yesterday afternoon, some of the servants staying in Talanta to look after some mules came with a brother of the chief to inform us that all the Yeju troops under Ras Adilon had left the camp, and had passed through Talanta *en route* to their native country; that the soldiers from Talanta, Wadela, and Daont had also abandoned the King, and returned to their respective provinces. Apart from the musqueteers, few men remain near the King. The Yejus formed his best cavalry, and were considered always as his bravest and most faithful troops. Before long, Yeju, Talanta, and Daont will place themselves under the protection (nominal) of the Wagshum. The cause of the great desertion is due to the cruelty latterly practised by the King. Some five or six days ago, he executed about 100 of his chiefs on mere trivial pretexts. After the audience, Ras Adilon consulted his chiefs; they decided to leave the King in the open day, then and there, and fight if attacked. They departed unmolested. The King is falling so rapidly, that there is much fear he will come here before the rainy season sets in. A conspiracy is said to have been discovered on this Amba. One of the seven chiefs, by name Hailo, made arrangements to open the gates to the Gallas; it may be true, or simply an invention of some "friend" of his. Chelga has gone over to the rebels. No hope, if any before, of anything coming *viâ* Metemeh.

In reply to Colonel Merewether's report of the 10th July, 1867, a telegram was sent, on the 26th July, from the India Office, to inform him that instructions would be given to him by Sir Robert Napier with a view to possible operations.

Colonel Merewether's return to Aden.

On the 20th July, Colonel Merewether reported to the Secretary of State for Foreign Affairs, from Aden, that he had left Massowah on the 12th idem.

Passing out of the Red Sea, he made for Tajura; keeping close to the coast, a good view was obtained of Obokh. Nothing appeared to have changed from what was seen by him when he visited it in May 1866.

Tajura.

At Tajura, Colonel Merewether was visited by the Sultan, a chief of the Afer tribe, who was questioned as to the state of the country. He informed him that another part of the Afer tribe—the most powerful portion—living at and around Aussa, had come down last year in great force, and had captured and burnt Tajura. The greater number of the inhabitants had fled to Zeila, on the opposite side of the gulf; only about one hundred men remaining with him, and they were day and night in fear of attack by the Aussa men, keeping boats ready to carry them all off, in case of the enemy appearing. He described the interior as in great disorder, the Somali plundering on the Abyssinian road from the south side, while the Afer and other tribes made it unsafe by their attacks from the north. The heat at Tajura was very great—as bad, if not worse, at night than by day. It is surrounded on all sides but one by volcanic hills, tumbled about in the most confused manner, which, baked by the sun in the day, give out intense heat at night Tajura was left by Colonel Merewether about midnight of the 14th, and Aden reached the evening of the 15th.

Menelek, King of Shoa, sends a messenger to Aden.

During Colonel Merewether's absence from Aden a messenger had arrived from the King of Shoa, Menelek, who had escaped from confinement in the Magdala prison two years before, and had since established himself in Shoa, independent of the Abyssinian Emperor. The messenger brought two letters,—one he said was for Colonel Merewether; the other he did not know for whom, but believed for England. The translations are below.

Of the presents, only a portion had come safely. The messenger, who was accompanied from Ankober by the son of Abu Bekr, Chief of Zeila, had been attacked by a large body of Eisa Somali when about four days' journey from Zeila. The articles which had arrived were packed, and forwarded to the Foreign Office. They

consisted of a silver-mounted sword, a silver-mounted shield, a dress worn by an Abyssinian lady, a piece of cloth of Abyssinian manufacture, three skins mounted to wear as kind of over-coats.

The following are translations of the letters above referred to:—

Sultan Negus Menelek to Lieutenant-Colonel Merewether.

Letter from Menelek, King of Shoa to Col. Merewether.

(Translation.)

Sent by Sultan Negus Menelek. May it arrive at the ruler of Aden!

We salute you. We are well. After having been eleven years absent from our country, we returned, and took our father's place. When this happened I was much pleased and rejoiced; you also rejoiced on our account.

We have sent our servant; he has some work; when it is finished please send him back without fail. For God's sake do what he desires. His name is Mekeb. We have sent with him presents for you, a horse and a mule.

NEGUSA NEGESH MENELEK.

Sultan Negus Menelek to Queen Victoria.

(Translation.)

In the name of the Trinity.

Letter to the Queen.

From Negus Menelek, to Queen Victoria, many salutations. I thank God greatly that I am well. After having been absent from my country for about eleven years, I became possessor of my father's place. Since I returned to my country, I and all my relations are well, thanks be to God. And I ask you how you are, and your relations and countrymen. I send this letter to you for friendship's sake, in like manner as there was friendship between you and my grandfather, Sahela Selassie. I hope your people will come to me in like manner as they came to my grandfather; but I heard afterwards that your people did not leave this country bearing love. At that time I was a child—I don't know, but I heard so, and hearing so I got very angry; and the reason of your people leaving in anger was, that my grandfather heard long before that a people coming from a long distance would come and take his country, Shoa. But how can this be the case when you sent in friendship guns and muskets?

The councillors of my father advised him to keep you away from our country, and your people left the country in anger; if my grandfather had not behaved so badly towards your people, our country would not have passed from our hands; if you had been our friend, our country had not become bad; your flag was in our country. I hope my country will not again be lost. My country is your country, and your country is my country. Become my friends, and do not think that I will behave like my grandfather; and forget all my grandfather's acts, and make me like your son for God's sake—for God's sake. Two bangries (silver), one necklace, one jambia (silver), one frontlet (silver), one shield (silver mountings), two spears, one bangrie, one skin (lion) called gisilla, one skin (leopard), one tobe, a shirt, and a tobe. I have told you I am well; you also tell me how you are. Send my people quickly, in the month of Miskerram.

The things I have sent are as a remembrance that you may know that my father's country has come into my hands.

Further letters from captives dated 19th June.

On the 26th July, 1867, Colonel Merewether informed the Secretary of State for Foreign Affairs, from Aden, that further letters had been received from Magdāla, brought by native boat from Massowah, but only of one week's later date than those transmitted by the last mail. The news received was up to the 19th June, and was much of the same tenor as the last. The captives were all well, but owing to the money forwarded by Mr. Flad not having reached them, they were getting into great difficulties. The communication with the King's camp was still completely closed.

Mr. Rassam's letter of the 19th June, 1867.

Mr. Rassam wrote that "Since the last note I received from Mr. Flad, dated "the 16th May, no communication has been received by me or anyone else from "Debra Tabor. I have tried no less than eight times to communicate, but my "messengers were either seized or frightened back by the rebels of Begemeder. I "have however tried again, through the assistance of the Bishop, and I hope that this "time my messenger will succeed in reaching Debra Tabor, and communicating with "Mr. Flad. As no messenger has reached this place for the last thirty days, of course "all reports we hear cannot be depended upon, and we are obliged to receive all "intelligence with caution.

"There is one thing certain, however, that the rebellion has now become quite "general, which is proved by the fact that the communication has been lately stopped "between the Royal camp and this garrison. It is rumoured that the Emperor has killed "all the prisoners; but whether the Europeans have also forfeited their lives or not, it is "more than I can say. I might write to you two or three sheets full of different rumours, "but it would be only wasting time, and might deceive you and Government; so I hope "you will be cautious as to what you hear from Abyssinia. I shall try my best to get "out with my party; but whether I shall succeed to do so without assistance from without, "it remains to be seen. I fear not. There is no Chief in the Royal camp now of any "importance; they have either decamped or got imprisoned. The Bishop and Samuel "are of great service to me; and indeed there is no Chief near me who would not do his "best to see us safely out of the country, if he could only have a little pluck. I only "wish I had money to enable me to be more hospitable. It is quite impossible for His "Majesty to send us our things now. If he is obliged to take refuge in this mountain, "he will have scarcely people enough to carry his own things hither. Rumour says that "he is quite besieged at Debra Tabor, and will not be able to pass through the rebels if "he wants to come here. My opinion is that he can any day come through the enemies' "country with a handful of followers, as I believe his very figure frightens thousands of "rebels. Why, he has now rebels around him consisting mostly of his own runaway "soldiers, who more than double his own followers, and yet they are afraid to attack "him, though every day he imprisons and kills their relations."

Dr. Blanc, in the following letter, gave a fuller account of the state of affairs; also of the chances respecting themselves.

Opinion in Abyssinia of the power of England.

Dr. Blanc's letter, as well as all previous correspondence, will have shown that in Abyssinia the opinion had become very general that England was its inferior in power, and could not resent insult. Colonel Merewether stated that that opinion was not confined to Abyssinia; and though not so openly expressed, there was undoubtedly amongst the people in the neighbourhood of Aden, a feeling of surprise at the long-continued endurance of the British Government—a feeling which had been repeatedly expressed.

Lord Stanley's letter to Theodore, dated the 16th of April, 1867.

No letter had been received from Mr. Flad. The bearer of the third copy of Lord Stanley's letter* to the King had reached Debra Tabor safely on the 13th of June.

Lord Stanley to His Majesty Theodore, King of Abyssinia.

Foreign Office, London, 16th April, 1867.

I AM commanded by the Queen, my Sovereign, to state to your Majesty that she had expected to learn by this time that the prisoners, respecting whom Her Majesty wrote to you on the 4th October last, had been all released and had arrived at Massowah, and that the presents which were awaiting their arrival at Massowah were already on their way to Abyssinia. The Queen regrets to find that although you had become acquainted

He had remained 11 days before he was dismissed, and then returned, in 22 days, to Massowah without any answer. He delivered the despatch into the King's own hand. The King took it, and saluted it by conveying it to his head: a few words were addressed to the messenger. He was then told to retire, with an order that he was to receive two dollars at once, and two sheep and five loaves of bread daily. After 10 days he was dismissed, with several other messengers from Tigré. No letter was delivered to him, and when he purposed asking the King about it he was prevented doing so by the bystanders. This was the man's own statement. It was evident the King had no intention of sending any reply, or of acting in accordance with the demand contained in the letter. Such being the case, and there being the chance of the King succeeding in maintaining himself in power till October (when the season for operations would commence), Colonel Merewether urged the advisability of immediate measures being adopted to prepare a force to be despatched from India, for the purpose of punishing him, and releasing the captives.

Reception of Lord Stanley's letter by Theodore.

Dr. Blanc's letter to Colonel Merewether ran as follows, and was dated 18th June, 1867. It reported generally the state of affairs at Magdāla :—

Letter from Dr. Blanc of the 18th June, 1867.

Communications between this amba and the King's camp are still suspended; no servants will venture on the road; no reward will induce them to risk falling into the hands of the numerous rebels who infest the road, or, should they be fortunate enough to escape that danger, to penetrate into the tiger's den, where life is held so cheap. However, a priest who arrived here a few days ago, having accompanied Ras Adilon in his flight, states that 650 Wadela men were executed on the day previous to the desertion of the Yeju people. A follower of the King accused them before His Majesty of intending to run away. The Wadela chiefs denied the charge; the accuser brought nine witnesses. The case heard, the Wadela people were all conducted into an inclosure prepared beforehand; logs of wood were tied round their necks; their arms and legs bound with leather thongs; helpless and innocent they fell easy victims to the executioner's sword. One of the chiefs, whilst awaiting his turn, shouted at the top of his voice, so that the King, who was at no great distance, might hear himself the dying words of his former staunch follower: "Oh, King, you murder me in cold blood; is that the reward of my "long and faithful services? I am going to die, but, before long, will meet you before a just "judge, where I and my innocent companions will become your accusers. Believe a dying man, "you will not survive us more than a few days."

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with the contents of her letter, by the copy sent up by Mr. Flad, you had hesitated to comply with Her Majesty's wishes for the release of the prisoners, and instead of sending them at once to Massowah to be exchanged against the presents, had looked still to obtain the presents on the faith of your own assurance that on the receipt of them you would release the captives. Looking to what has already passed, the Queen cannot again write to your Majesty; but she has desired me to write, and to say that her determination, as expressed in Her Majesty's letter, of which you know the contents, is unchanged and unchangeable, and that so far from being willing to allow the presents to go on before the prisoners have reached Massowah, the Queen has sent orders that the presents shall be returned to Europe, unless the British authorities at Massowah are satisfied within three months after the despatch of this letter from that port, a copy of which is sent by three different messengers, that the prisoners are actually released and on their way to the coast. In that case the return of the presents may be deferred for such time as may suffice for the prisoners to perform the journey to Massowah, on their arrival at which place the presents will be made over to your agents.

The Queen has forbidden her Agents to enter into further correspondence on these matters. Her Majesty requires, for the last time, by her Secretary of State, that the prisoners should be made over to her, and she trusts that your Majesty will be sufficiently well advised to comply with her demand, rather than forfeit the friendship, which, notwithstanding all that has happened, the Queen is still disposed to entertain for you,

State of affairs in Magdāla in June 1867.

It appears that these words made a temporary impression on the superstitious and cowardly mind of the despot. He has since then, it is rumoured, turned up a new leaf, is constantly in prayers, calls himself the "slave of Christ," and will probably build a church to obtain absolution from the priests, and wash off, if possible, from his conscience, the innocent blood in which he daily carouses.

The wife and child of Zalalu fared even worse than the Wadela people. This poor woman and her child were wrapped up in wax clothes and burned like candles. Their cries were heard for many miles around, and increased, if possible, the hatred and desire of vengeance of the already exasperated peasantry.

In the history of the world there is no parallel case. It is true tyrants and despots have wantonly spilt human blood, great conquerors have overrun large tracts of country: out of 3,000,000 inhabitants he has destroyed more than a third by war, famine, and murder, Nero, Attila, Tamerlane, were lambs when compared to Theodorus. No man was ever so false, so treacherous—no man held friendly or family ties so cheap. His own son, Ras Meshisha, is in chains. Ras Taga, whom he left in charge of his camp during his late expedition, was chained; a reward for his fidelity, on the return of his ungrateful master. We are not therefore astonished when we daily hear of fresh desertions. Basha Koulitch, commanding, it is said, a thousand gunmen, deserted with the greater part of his men; Ras Engeddah, the favourite, has, it is reported, abandoned his master, and will raise the Agaus; Lij Abitou, also a favourite, son of the Chief of Belesa, has followed the same example, and with his father has raised the standard of rebellion in that already disaffected province. The Agau and Damot troops have gone over to Gojam. It is difficult to make out the number of men that will remain near him; they cannot be many—of spearmen hardly any, of gunmen about 1,000; but how long will even these few remain it is impossible to say. We hear but of murders, either in the King's camp or in the rebel ranks; blood is poured daily on both sides in such excess that with the impending famine and consequent epidemics, the fate of this unfortunate people is fearful indeed to contemplate. The want of unison amongst the rebels is as great as ever; the Gojam people were plundered of even their clothes by the Begemeder peasantry; and if Basha Koulitch had not shown a brave front, he and his gunmen would have shared the same fate. Since some time it was expected that the province of Daont would on the first opportunity throw off its allegiance to the King: when Ras Adilon left, numbers of the Daont and Talanta soldiers accompanied him; as soon as they reached their respective provinces, they called upon the peasantry to arm, defend their homes, and have nothing more to do with the murderer of their relatives. The appeal was responded to on all sides; the chiefs formerly appointad by the King were seized, chained, and their property divided amongst the rebels. In Daont, 1,000 cows belonging to the King, 150 horses and mules, the property of soldiers of this mountain, as well as large flocks of sheep and stores of grain, have been confiscated by the rebels; they sent word to the chiefs of this amba informing them of what they had done, and bidding them defiance: "Come and take your property, if you dare," was the conclusion of their message.

It is said that the Daont people are destroying the passes up the Jedda, and have called upon the Galla Queen to protect them. Talanta has also declared its independence. A message was also sent to this amba to inform the chiefs of the decision. They were told, "If you have money come and buy, we will not molest you." However, the chiefs here are not so confident; so they answered, "Come and sell" They would be afraid, even should the Talanta people keep to their word, that the soldiers would avail themselves of the opportunity to return no more. One of my servants was in Daont on the first rising of the peasantry; he was seized and plundered of some sheep he was bringing, and of some money he had with him. They fortunately allowed him to return hither. Some of the King's messengers were also seized at the same time, and sent back naked, minus mules, arms, &c. I also lost on the same occasion 10 dollars' worth of honey that the former chief had purchased for me and kept in the house until I should send mules.

The Europeans at Gaffat in June 1867.

Concerning the Europeans at Debra Tabor we know very little. None of our servants have returned, nor do I believe they ever will. The chiefs of this mountain are quite at their wit's end to know how to communicate with their master. They speak of sending a beggar, and of secreting a letter in his trousers. I do not think they will succeed; the peasants are up to all their tricks, and to avoid being imposed upon, murder every one, man, woman or child, who

attempts to cross their country. It is said that some time ago the King called Makerer before him, and asked him why he had attempted to run away after he had of his own free will applied to be admitted into his service? Makerer tried by soft answers to turn away the King's wrath; he succeeded so far that the King, who had already cocked his pistol to shoot him, put it aside and told him to "go away, another day I will kill you." Should he carry his threat and wish into execution, the fate of all the Europeans in this country would be sealed; he has done every kind of injury to the white men except spilling their blood; but the day he throws away all restraint, and gives full licence to his passions, he knows then that he is done for—that blood calls for blood, and that he has not even pity to expect; he will, therefore, before seeking for safety in flight, murder every white man in his power. It is also said that Bardel is chained with the five he betrayed. The King saw him one day coming out of Flad's tent. He called him and said, "You go to Flad to tell him my secrets, you sell me theirs, you want to make mischief—"chain him."

From all accounts I do not believe that any of the Gaffat people are in chains, only prisoners. Mr. Rosenthal is very anxious about his wife. A few days ago a plan struck him which might be used should anything sudden happen to the King. It was to communicate through the Bishop with the priests of a church near Debra Tabor held in great sanctity by the natives. The priests were to be offered a good reward should they in time of danger be willing and able to carry off Mrs. R. to their sanctuary. The Bishop answered: "You must know very little of the customs "of this country, and less of our friend in particular, if you believe that he will either run away "or be killed before he has previously made a large wilderness around him, and first murdered "all prisoners, white men included."

A few months ago, the King still had a few provinces left—small remains of his former conquests, still he had something; now he cannot even call himself Monarch of all he surveys when he gazes on the surrounding plain from the summit of Debra Tabor. The camp and Magdāla constitute his kingdom, ruffians and executioners his army. The small power he still retains he owes to the terror of his name and to the cowardice, weakness, and jealousy of his enemies. What will he now probably do? Is he so far gone that we need not fear him?—Would his fall insure our deliverance?—are questions of such importance to us that you will no doubt excuse me for troubling you a little with them. What he will do can only be surmised. According to the general belief of the natives, friends and foes, only two courses are open to him —one to strengthen his position at Debra Tabor, erect a strong palisade around his camp, and spend there the rainy season at least; he has plenty of food, more than for a year; the peasants will at last get tired of being continually in arms, many will return to their villages, and the King taking advantage of any want of vigilance on their part, will pounce upon them, kill, burn, and plunder. He has no fear of being attacked. Abyssinians do not like palisades, especially when a Theodorus is behind. King Theodore at Debra Tabor, June 1867.

Secondly. He can come here; but, unless weaker than we believe, he will not give up his present position in the open field, however bad it is, for the desperate one of shutting himself up. He cannot bring here the grain he has since several months accumulated at Debra Tabor. Here the supply on hand will not last more than four or five months for the garrison alone, and Magdāla, it must be remembered, is now in the centre of the rebel country. He would also have to bury or destroy his guns, to kill all the prisoners, and finally to fight his way through the rebels and peasants in arms, who occupy all his country between his camp and Magdāla. As far as he is personally concerned he would probably not see a rebel. His name alone is worth 10,000 men, but they would attack his army, already so reduced, on all sides. Many would run away, so that should he even reach Magdāla, he would only have a few hundred men left. He is always in time to resort to such extremities; for the present he will most probably fortify himself, and wait where he is. Some day when he finds himself abandoned by all but the few outlaws and ruffians that will by necessity always remain with him, he will, with their help, murder prisoners and others, mount his horse, and quietly canter to this amba. At any time he can come here, unless the mountain is invested by a strong force. The Abyssinians are such cowards that, mounted on a donkey, with not even a stick in his hand, he would frighten away the whole rebel host of Begemeder, Daont, and Talanta; the bravest could not stand the mere mention that Theodorus is coming. But if he can always come, even as a fugitive, will the chiefs and soldiers of this mountain remain faithful to him and keep their trust? I have not the

slightest hesitation in saying, Yes—as far, at least, as the chiefs are concerned, and they will take care to humbug the soldiers. They will some of them run away (a few have already done so), especially if food becomes scarce; but there will always remain enough to keep both amba and prisoners in safe custody. All the chiefs—Ras, Ridwaddads, Dejajmatche, &c., with the exception of Hailo, who is of good family (and lately, as I told you, suspected of intriguing with the Gallas, false accusation prompted by jealousy), are a low set of bragging fellows, formerly servants or peasants, all men of the King's making, without any standing or stake in the country. With the King's fall they lose all, even the empty title he has conferred on them. They have no private means; all are well known as the King's worst creatures, and would stand but a poor chance at the hands of either rebels or peasants.

All Abyssinia has abandoned the King, the whole land now curses and abhors him, his best and oldest friends positively loathe his presence, and fly to distant provinces to save their lives. But at Magdāla he is still the God they adore, the being they worship, by whom they live, with whom they will die. They will speak of bright days to come, of fresh victories, of new laurels to be gathered. Only wait a little, said one of them the other day; the Lion will again come forth and crush his enemies. The King is not a fool; he well knew what he was about when he confided the guardianship of his treasures, his wives, his bishop, his great prisoners, to the Magdāla chiefs; he may remain away for months, he may leave the garrison to starve or fight for mere existence: still, unless mighty events do not take place, he will always be able before he becomes an outcast to visit a last time his faithful Magdāla, and mix with the blood of murdered Gallas, that of all the great men of Abyssinia, and that of his English guests of that race he so intensely hates. To the second query, therefore, one can boldly reply, We may hope for the best, but fear the worst.

The most important question of all is, would his fall insure our deliverance? No! Let us admit for an instant that the King is dead; that this mountain has after all proved unfaithful or been compelled to surrender; that the King, though still alive, has run away to Koara or the Shangalla country; in a word, that the King is out of the way, a mere thing of the past; even then our position would be quite as critical,—more so, if possible, than it actually is.

All Abyssinians are bad, all cruel, all treacherous; all they require is the opportunity. Every one has in him qualities of a Theodorus; give one power, he will, as a rule, soon show himself in his true colours. The first thing he will do will be to cut off the hands and feet of even his best friend if he believes that at any time he may prove "dangerous." They follow to a nicety in that respect the maxim that "prevention is better than cure." It is natural that an Abyssinian prefers shortening his friend's extremities to undergoing that process himself. Every one seeks to be the best man, and will often struggle hard to obtain the supremacy. Should the King be no more, every petty chief will be in arms; hundreds of pretenders will be on all sides, and until one is strong enough to make himself respected and impose his will on others there will be no safety for life or property. Abyssinia will be deluged with blood, and anarchy reign supreme over the whole land. Before Abyssinia again accepts a ruler it would necessarily take some time; during that period what would become of the Europeans in this country? All those in Debra Tabor, if spared by the King, would be murdered by the peasantry; their chance is poor indeed. If the mountain remained in the hands of the present chiefs, the prospect of reward, not to call it ransom, might induce them to treat us well; but should the master disappear, there is very little likelihood that the soldiers would sustain a siege; no doubt before long the amba would pass into other hands. Let us admit the best, and suppose that Menilek or Wagshum are the conquerors; what assurance have we that they will allow us to leave the country, even that we would not be worse treated than we are now? None at all! Since many years Abyssinians have been accustomed to see Europeans bullied and in chains: nothing bad came from it; on the contrary, presents ("tribute" as it is here called) have repeatedly been sent from England. Why should not another man do the very thing that succeeded so well with the King?

The Bishop would interfere, would be of great use. Alas! vain thought! Where is his influence? Has he not also been a prisoner for some years; he is as helpless as ourselves? What have Menilek, Wagshum, Gobaze, or others done for him? Did they ever make the slightest effort in his favour? Is not now the time most propitious—the King weak, country all in rebel-

lion? What do they do? They humbug him and nothing else. Trust not in bishops! If a big man gets hold of us and he is not of the worst kind, he will perhaps treat us well; but under some excuse, friendship perhaps, keep near him the valuable strangers his predecessor prized so high. If we fall into the hands of the Gallas or of some small chieftain, it is hard to say what might happen; or even what the soldiers of this amba may do when once the fear of the King is lost. Speculating on the future would only be ridiculous: only one thing appears pretty certain, that, King or no King, without help from home there is no getting out. What I fear the most is that some of these men who, without reasoning, jump at conclusions, will come forward and say: "The King is going down; before long he will be out of the way, and then the captives will get out." Error! ! ! The King is alive and kicking, and there is no saying how long he may yet last; he is falling, but not fallen. We are in the midst of an ignorant people, hundreds of miles from the nearest seaport; it would be folly to leave us to our own resources. It is certainly very gratifying for us to see the treacherous host who so unjustly keeps us in chains falling; it would be more so to hear he is no more, and that whatever we may have to fear, we are no more in the power of the most bloodthirsty man the world ever produced. But even should this fortunate event take place, let no one be deceived—we would be as far as ever from deliverance and liberty. Then, as well as now, nothing but an army can release the captives. A few thousand men would do it. Europeans have lost caste in this country, and unless convinced by evidence the prestige of the white man is gone for ever. An interesting campaign! A fine country annexed to the British Crown! Innocent men released from their fetters! Are these not enough to stimulate to action? Why wait? Why have waited so long?

I hope you will be able to read my letter; the ink is most abominable, I regret to say of my own making—not very creditable, as you see, to my scientific attainments.

Lord Stanley informed Colonel Merewether, on the 19th August, 1867, that he had received his despatch of the 20th July, enclosing a letter addressed by Sultan Negus Menelek to the Queen, and he transmitted the reply which, by the Queen's directions, he had returned to that letter.

Lord Stanley to Sultan Negus Menelek.

To His Highness Sultan Negus Menelek, *Foreign Office, 19th August,* 1867.

Lord Stanley's letter to Menelek, dated the 19th of August, 1867.

I am commanded by the Queen my Sovereign to inform your Highness that she has received the letter which you lately sent to Her through Colonel Merewether, Her Agent at Aden. That officer also forwarded to Her Majesty the presents which accompanied your letter, and for which she thanks you.

The Queen is well pleased to hear of your return to your country, and of the good health of yourself and your family. She desires me to assure you that she entertains the most friendly feelings towards yourself and your country, and that it is her sincere wish that the territories over which you have been called to rule may continue in peace and advance in prosperity. Her Majesty requests you to accept, also, her best wishes for your uninterrupted health and welfare, and so she recommends you to the protection of the Almighty.

Your sincere friend,

STANLEY.

This letter was forwarded to Menelek from Aden, on the 28th September, with some suitable presents.

Lord Stanley, again on the 19th August, 1867, informed Colonel Merewether that he had received his despatch of the 26th July, from which he learnt that his letter to King Theodore, of the 16th April, had duly been delivered by the messenger despatched for that purpose, who, however, after having been kept waiting for ten days, had been dismissed without a reply.

Her Majesty's Government were thus forced to the conclusion that King Theodore

rejected the friendly advances of this country, and declined to comply with the demands of the Queen, that her officers, whom he had detained in captivity, should be released.

Her Majesty's Government resolve on force.

Under these circumstances, Her Majesty's Government, who had exhausted all peaceful efforts, resolved to resort to force; and it was decided to leave the management of the expedition and of all arrangements therewith connected to Her Majesty's Indian authorities, with whom, therefore, Colonel Merewether was desired to communicate on thesubject.

Sir R. Napier instructed to make a peremptory demand.

On the 14th August, Sir Robert Napier, the Commander-in-Chief at Bombay, was instructed to make a peremptory demand for the delivery of the captives, and to follow it up by such measures as he thought expedient.*

The Government of Bombay telegraphed to the Secretary of State for India, on the 7th September, 1867, their opinion that before Sir Robert Napier, whose name was unknown in Abyssinia, made his peremptory demand, and announced hostilities, an intimation should be made by Lord Stanley, who was known, in the Queen's name, that further pacific communications were now impossible, and that the matter had been placed in Sir Robert Napier's hands, to enforce redress.

The following letter was accordingly written, and transmitted to the political resident at Aden, to forward to King Theodore:—

The Secretary of State for Foreign Affairs to His Majesty Theodore, King of Abyssinia.

"*Foreign Office, London, September 9th*, 1867.

Lord Stanley's final letter of 9th September, 1867, to King Theodore, informing him that force would be used.

"MANY months have now elapsed since the Queen, my Sovereign, on the 4th of "October, 1866, and Her Majesty's Secretary of State for Foreign Affairs, by command of "Her Majesty, on the 16th of April of this year, appealed to your Majesty in order to "obtain the release from the captivity in which they have for a long period been most "unjustifiably held, of officers sent to your Court on public matters, and of other indi- "viduals who have come under your control.

"But your Majesty has disregarded these successive appeals, has made light of the "remonstrances and representations of the Queen, and has rejected the friendly overtures "which have so repeatedly been made to you by Her Majesty's commands.

"It is impossible for the Queen any longer to endure such conduct on the part of "your Majesty, and Her Majesty has, therefore, given orders that a military force, under "the command of Lieutenant-General Sir Robert Napier, K.C.B., should without delay "enter your dominions, and obtain from you by force a concession which you have hitherto "withheld from friendly representations.

"For the result of this measure, whatever may be the consequences of it to your "throne and to your country, your Majesty can alone be held responsible throughout the "civilized world; and, although the Queen would fain hope that, even in this last hour, "your Majesty may be induced to listen to words of peace, and avert by full and immediate "concession the attack which in a short space of time will be directed against you, I am "commanded by the Queen to warn your Majesty that the course of action which I now "make known to you is irrevocably determined on, and that the only means of preserving "your country from war, and your own power from overthrow, will be found in the delivery "to the commander of the British invading Army of all European prisoners in your "keeping; and it is the earnest desire of the Queen that this last opportunity which Her

* Telegram from Secretary of State.

" Majesty offers to you may be taken advantage of by your Majesty, and that peace may " be so preserved between England and Abyssinia.

" Having thus fulfilled the command of the Queen, my Sovereign, I bid you Majesty " heartily farewell. " Your sincere friend,

" STANLEY."

A copy of this letter, forwarded through the political resident at Aden and the Consul at Massowah, reached Mr. Rassam, who destroyed it for fear of its effect upon the King's temper. Letter destroyed by Mr. Rassam.

The Secretary of State for India wrote to the Secretary of State for Foreign Affairs on the 14th September, 1867, to ascertain whether it would not be desirable that Sir Robert Napier should be furnished with the views of Her Majesty's Government as to the course he should take in the event of his demand upon King Theodore for the release of the captives proving ineffectual. Instructions to Sir Robert Napier.

In so far as related to the military operations, Sir Robert Napier was left to act according to his own judgment, under the circumstances in which he might find himself placed. But as regarded political contingencies that might arise, it appeared advisable that, besides being vested with full powers to act on Her Majesty's behalf in such matters, he should receive instructions as to the general tenor of his conduct towards King Theodore, and the chiefs and people of Abyssinia, as the great scale of the preparations which were being made, taken in connexion with some of the unfortunate complications which had occurred in our relations with Abyssinia, might give rise to misconceptions as to the ultimate intentions of Her Majesty's Government.

In assenting to the proposals of Sir Robert Napier for the organization of a force upon so large a scale, and in taking immediate measures to provide the very considerable quantity of transport vessels, baggage animals, and other appliances which had been, or were about to be, despatched from this country to the East, the Cabinet had been influenced by the conviction that these preparations afforded the best hope of bringing King Theodore to reason without an actual collision, and that they would also tend, should active hostilities be necessary, to shorten their duration, and to enable the British forces to leave the country, as soon as their object was accomplished. A smaller, or a less perfectly equipped, force might be detained in Abyssinia, while reinforcements and supplies were being provided, and its long detention might give rise to complications, which it was particularly desirable to avoid.

Sir R. Napier was accordingly instructed at the earliest opportunity to proclaim, that the sole object of the expedition was to vindicate the dignity of the British Government, by procuring the release of Mr. Rassam and his suite, and of Consul Cameron, from the captivity in which they had for a long period been most unjustifiably held, and also the free egress from Abyssinia of all other Europeans who might be detained by King Theodore in his dominions against their will, together with satisfaction for the insult offered to the British nation in the persons of Her Majesty's Consul and of the officers charged with the delivery of a letter from Her Majesty to the King of Abyssinia. It was also made generally known that Her Majesty's Government would greatly deprecate any necessity for a British force remaining in Abyssinia longer than might be absolutely requisite for the accomplishment of those objects.

A proclamation was issued specifying that no injury was intended to the people of Abyssinia, who might remain quietly in their homes; that the persons and properties of all inhabitants of the country who should furnish supplies or carriage to the British

Army would be protected, and that none would be molested excepting such as might appear in arms, or endeavour in any way to impede the progress of the army by the removal of cattle and means of subsistence, or afford information, aid, or support to a hostile force. Further, that the King would be held personally responsible for any further injury to the captives. Sir R. Napier also had instructions as to the language he should employ, and the measures he should take, in the event of the captives being removed further into the interior of the country, or of actual violence being used towards them.

It was considered that a distinct expression of the views of Her Majesty's Government upon these and similar points, which need not limit the discretion of Sir R. Napier in the prosecution of the campaign, would be of essential service to him from the first, and might tend to prevent embarrassment hereafter.

Opinion of Mr. Fitzgerald on the demand for the release of the prisoners.

On the 17th September, the Home Government asked when Sir Robert Napier would make his peremptory demand. To this Mr. Seymour Fitzgerald, Governor of Bombay, replied on the 30th September, 1867, to the effect that in his opinion a demand for the release of the prisoners should be made at once. The matter had, however, been left by the Secretary of State for India to Sir Robert Napier, who thought that such a step would be premature. He sent the following message to the Secretary of State :— "The letter from Lord Stanley is virtually a declaration of war. Is the peremptory "demand for the release of the prisoners urgent, so long before the advance, and the "message disclaiming all annexation?"

Reply.

To which the Secretary of State for India replied that the letter from Lord Stanley to King Theodore contained a peremptory demand. On receiving it, Sir Robert Napier was to judge what further to do. Sir Stafford Northcote thought that probably no other demand would be needed.

Mr. Trevor Plowden's letter.

Mr. Trevor Plowden, brother of the late Consul Plowden, was allowed to send a letter to King Theodore unofficially, to request the release of the prisoners.

The Political Resident at Aden did not, however, consider it politic to forward this letter, as he found it impossible to deliver it without its appearing, or being made to appear, to have some connexion with the English authorities, which would, in his opinion, be most unadvisable.

While diplomatic negotiations were proceeding, information was received from Magdala giving information of Theodore's movements and the state of the captives.

Mr. Rassam, writing on the 24th July, said,—

Mr. Rassam's letter of the 24th July, 1867.

"I have at last succeeded in communicating with Debra Tabor. Of ten different "messengers, one of my servants named Gosbo managed to take letters and bring their "answers, but even himself did not escape the rapacity of the rebels on returning. He "managed to save the letters by having them hid in a bamboo, which he carried as a stick. "I am sending this man to Massowah with these letters, together with another servant and "a follower of Dejach Miraud, in order that they may bring us money. I have told them "that they must try and reach Massowah before the 17th proximo, when you intend to "visit that port for the purpose of finding out whether the Emperor would send us down. "I fear, if England does not get us out by force of arms, we shall have to spend many an "August in this wretched state, and Wagshum Gobaze has done so little since he came up "to this vicinity, that I have lost all hope of ever leaving this country through the succour "of the rebels, for whom I am beginning to have utter contempt. I do not believe there "is a more cowardly race than these Abyssinian rebels, who allow themselves to be

"butchered and plundered, and have no pluck to attack their common enemy, against "whom they might take a force of not less than 100,000 men (that is to say, if all join); "and I am certain with the handful of men His Majesty has now, and the disgust every "one has for him, he would not be able to hold his ground one day. The rebel Chiefs talk "very big, but do very little. We have not heard of the movements of Wagshum Gobaze "since I last wrote to you in the beginning of this month; all his big talk about attacking "the Emperor, and releasing the Bishop and myself and party, has dwindled to nothing. "One day we heard that he had made friends with the Wollo Gallas, upon their promising "to pay him tribute, and the next it is reported that he had to retreat to Lasta for fear "of the Gallas, who had gone to Yedju to turn him out of it. However, whether he is "powerful or weak, far or near, it is evident that he can render us no succour, and, even "if he manage to get us out, the chances are he will follow the example of Theodorus, "by keeping us and trying to get what he can out of the British Government. Another "private messenger has arrived from the Emperor, who has brought us compliments from "His Majesty. In his letter to the Chiefs of this garrison, he says, 'Inform my friend. "'Aitoo Rassam, the glad tidings of my faithful subjects of Agaumeder having repulsed "'the attack of a great rebel of Gojam, and of the destruction of the Gondar rebel and "'and his party, who had plundered his messenger in Wogera.' He said also that he "would not 'forsake' me! He alluded to Daftera Dusta, who lost 300 dollars while he "was coming up from Massowah in August last. It is so difficult for messengers to "travel between this place and Massowah for the next forty days, that I do not intend to "send down again before the beginning of September, unless, indeed, I shall have some-"thing important to communicate, so farewell until then."

On the 27th of July, Mr. Rassam wrote,—

Mr. Rassam's letter of the 27th July, 1867.

"As the messengers have not been able to start before now, on account of not "finding a proper escort to conduct them through Talanta, I am enabled to add a few "lines. The new King of Shoa has sent to say that he intends to capture this fortress, "and asked for the Metropolitan blessing. He is a mere boy, and writes like a child. "He could no more come so far than he could go to Massowah, and the very name of "Theodorus would make him hide himself under his mother's dress. His Majesty has "sent to say that he would be here in four or five days, but there is as much chance of "seeing him here before the middle of September (at the earliest) as there is in seeing "you here, unless, indeed, he leaves everything behind (which he cannot possibly do), "and come here himself alone with a few followers."

Captain Cameron wrote as follows:—

Captain Cameron's letter of the 27th July, 1867.

"I merely write to thank you for the news about the column. Your letter has the "right ring about it, and has given me some hopes, but I am wearing out, and have to "fight with myself day and night, to prevent my giving way altogether. I shall still, "however, cherish the hope of living to shake you by the hand in a few months. The "rains have set in, and the constant steams from the floor of my room seem to be "poisoning me. These things are difficult to remedy, courage and patience must be my "watchwords for some time longer; never mind, pray, come and get us out, and all will "be well."

Mr. Flad, writing to Colonel Merewether, on the 11th of June, said,—

Mr. Flad's letter of the 11th of June, 1867

"What will you think has become of me, when you, up till now, have not received a "single line from me? I hope that you will have heard the news of my safe arrival "here, from Mr. Rassam, long ago. I was very anxious to send immediately, but it was "impossible; no way, all in rebellion against the King. No safety all around us. To-

" morrow, merchants are going to Massowah, with an escort of the King as far as Ifag, " and I hope that our messenger will get on with them. The King's soldiers are deserting " in every direction, but still he has left an army of 10,000 or more soldiers, chiefly " gunners. If it will go so well with him a month or two more, he will reach a certain " point advantageous to the British Government. His last deeds were plundering Dembea " Chelga and part of Begemeder, and to slaughter, in about a fortnight, 1,000,000 of cows " and oxen. No one was allowed to keep a cow even for milk; thousands of people were " executed in one week in our neighbourhood; the wives and children even of some " soldiers who had run away were not spared. We are living in constant fear of death, " and in scarcity of food, water, and wood; a small hut, which even gives us not a good " protection against the rains, is our all. The articles of Mr. Rassam I brought with " me are still here. The 1,000 dollars are, I believe, not yet paid by His Majesty. No " communication between this and Magdāla. There are about ten servants of the Euro- " pean prisoners here, and no road for them to return to their masters. I believe " Abyssinia never was so bad as it is at present. Regarding our affair, the King does " not say much, but he is grieved that he did not get the artisans and machinery. To " Mr. Waldmaier and companions he once said, 'Did you hear the private message " 'Mr. Flad had to me from Her Majesty the Queen of England? but, now, if they don't " ' come and fight for Mr. Rassam, I shall defy them, and despise every white man.' On " the 8th instant, Tsherry arrived; he was plundered three hours from here; your letters " are left at Derita, where they have to remain until His Majesty sends for them. On " the 9th, when he saw me, he said, 'Though the English are two proud to send me work- " 'men, God has given me, in Mr. Waldmaier and Saalmüller, workmen who can do every " 'work for me; but I tell you, if they don't come now and fight for their Mr. Rassam, I " 'shall keep him, and force them to give me what I want from them. I have Mr. Rassam " 'in my hands; what shall I fear? I have them in my hands.' To me he said, 'I know " 'you did not come back in this fire for my sake, but for your wife's and children's sake, " 'to die with them: still, I will not be angry with you, because you have brought me " 'an answer.' To this I said, it was true I came back because I love my wife and " children, but, at the same time, I had confidence in him, that he would not be angry " with me for having brought him an answer from Her Majesty the Queen. Regarding " Her Majesty's Government, I said that they had no intention of war if they can settle " this affair in peace, and that the artisans and machinery are waiting for his order at " Massowah, according to Her Majesty's letter, and it would be a pity if those clever men " and useful machines would not come to your Majesty's Court. To this he said, 'Well, " 'we must see the letter; if we can get it, perhaps we can get them all.' As far as I can " judge, the King does not want artisans; what should he want with them before he " governs his country again? According to the Abyssinian prophecy, he will again " conquer Abyssinia, and have a happy reign of ten years. Whether His Majesty will " send an answer to Her Majesty's letter, and to yours, is very doubtful; as far as I can " judge, a political change must take place this rainy season."

Dr. Blanc wrote to Colonel Merewether from Magdāla, 18th July :—

Dr. Blanc's letter of the 18th July, 1867.

You will have seen by the two small notes enclosed in my two last letters, what the King's two great rivals proposed to undertake. I was not wrong when I took it to be simply boasting. From the first, nothing more has been heard; the second sent another messenger, who told the Bishop, on the part of his master, " You know that we cannot take forts, so it would be useless for me to come; " but give me your blessing, and I will go and attack my blood enemy." The required blessing was

duly given, but though a fortnight ago, this would-be hero still remains in the Yeju country. Some say that he is acknowledged by them, and has appointed the son of Ras Marié (brother of Ras Ali) as Governor of the province; whilst others report that a large section of the population, still in arms, resist his authority, and have called upon the Queen of the Gallas to render them assistance.

It is generally reported that she has gone in that direction, but whether for peace or war is doubtful, though Gallas seldom fight far from their own country; and probably, as the rival Queen is to be befriended by Shoa, she will endeavour to form an alliance with Gobaze. Whatever may be his position in Yeju, acknowledged or not, he will far less attack the King than this mountain; the fallen and humble lion is, even in his weakness, much more dreaded than all the ambas of Abyssinia put together. Gobaze is rising, the King is falling; the first knows well that the King can no more march against him, and must before very long retire here or run to the low country, so Gobaze quietly waits until, by mere necessity, the whole of Amhara must recognize him. His messages to the Bishop are the natural consequences of his birth, all Abyssinians being story-tellers and boasters, and the greater the man the more he indulges in such freaks. That Gobaze is morally no better, quite as treacherous as the King, a fact that happened a few days ago clearly proves. You remember Ras Adilon, the Yeju Chief about whom I wrote to you some time ago. He went to the Wagshum, was well received, and told to remain as a friend and guest; but a few days ago he was seized by his order and put in chains—a simple measure of precaution. This is not the man into whose hands I would like to fall. Before long we would find that we have simply exchanged gaolers; with him or with the King, only one thing will succeed. Should any false hopes lull into imaginary expectations, and the proposed steps be postponed, not only ourselves will have reason to lament the change, but more so Government, who after renewed negotiations will have some day to send troops into this country to liberate or avenge; but of evil good comes. I believe we might out of the Wagshum reap great advantages. This is what I mean: the King, though fallen very low, though surrounded by large bodies of rebels on all sides, though he cannot communicate any more with this fortress, still can come here whenever he likes, and I fear will; although as I have formerly stated, he must lose by that move the greater part of his remaining army. His staying at Debra Tabor or coming here materially influences our positions; our lives would be saved on the one hand, probably lost on the other. Moreover, for an army, it would simplify matters exceedingly. In every respect it is so important to keep him from entering Magdala before the arrival of the force, that any reasonable plan ought to be tried to obtain that end. What I would suggest is this: in a few days the rivers will be full, and until the 15th or 20th September he cannot cross them. Should Gobaze be induced to come here by that date (he is only three days' distance), and encamp around the amba as if he was laying siege to it, then the King will not come; though the bravest, he is too weak to venture to attack him, as very few indeed would follow him even the first stage if they knew that Gobaze was between the Bashilo and Magdāla. The amba would doubtless surrender, but should it hold out until the arrival of our troops we would be in perfect safety, and probably well treated when it would be known that our countrymen are marching to deliver us. Should you approve of this plan, after all a very simple and feasible one, its execution would offer no difficulty; you would have only to despatch at once a trusty messenger to Gobaze, who would be, in the present political condition of the country, only too happy to act according to your wishes, if he is made aware that troops are in readiness, and arrive what may, in October they will land.

He requires neither guns nor anything of the kind; he need not attempt to take the mountain. What we want is his presence in the neighbourhood; it will be sufficient to keep away the King; and I am almost certain, from what our guards say, that he would not be a fortnight below before the soldiers would open the gates, however opposed the chiefs themselves might be to such a step. Even should Wagshum Gobaze not comply with your request—a point on which I have however not the slightest doubt—communications are so thoroughly interrupted that the King could not possibly hear of your corresponding with him.

The Bishop, always sanguine, put the utmost credence in the first message of Gobaze, spoke to his friends, and made a plan to open our chains and supply us with arms. It was rash, because, should the King come, some one is certain to betray the others, in order to gain favour in the eyes of the despot. Samuel and many of the best men on the mountain would certainly forfeit their lives.

No news whatever, only rumours more or less worthy of credence. The King is said to have buried his big guns, and afterwards to have murdered the labourers, so that they should not reveal the spot. Kafra Goolon, the Kamant rebel of Chelga, is said to have invaded Koara, the King's native land. Dembea people are said to have sent a deputation to Gobaze, requesting him to protect them.

The King proclaimed that in future all those who did not submit he would execute (nothing new); made a sortie, and butchered every man, woman, and child he caught.

The Daont people will not have anything to do with the Wagshum, because they say the locust always follows in his wake. If we up here know nothing, how is it that they are so wise and well informed at Beke's Burn, and such other similar places?

I have just heard that the Queen of the Gallas has agreed to pay tribute to Gobaze; he is to have Talanta, the Queen Daont; he is not to enter the Galla country unless called upon by the Queen in defence of her country. This will make him very strong; he cannot have less, with his Galla allies, than 50,000 men, of whom 3,000 are armed with muskets, but the whole host would scatter like chaff before the first shell.

Dr. Blanc wrote again on the following day as follows:—

I have just spoken to Samuel about your asking Gobaze to come here; he is quite delighted at the idea, and says, "If Colonel Merewether does it, you are all safe. I myself thought of it, and told "Gobaze's servant, when he came here, to tell his master to make friends with the English, that they "only wanted their people, and cared not for the amba and its treasures; but Gobaze will not believe "what an Abyssinian tells him: it is very different if it comes from your people." He says that if you agree to the idea, no time ought to be lost. The letter should be written in this strain:—Theodorus has imprisoned our people; after the rainy season, Queen Victoria's soldiers will be sent to rescue them; if you desire to be great in your country, through our friendship, go to Talanta and remain there till we come. We know that you have not the means of taking ambas: for us it is easy. All we require of you is that you will not allow Theodorus to enter Magdāla before our arrival. Samuel says that the King is afraid of Gobaze, and will not come if he is here. At the same time, should it come to nothing, and the King be here when the troops land, you must come single-handed, because, if in alliance with his blood enemy, he knows he has no pity to expect from him, and, in his despair, will proceed to extremities. Should the above succeed, we would not be so unlucky after all.

After letters from the captives.

Letters were regularly received from the captives during the preparations, but none which announced any change in their state until after the arrival of Sir Robert Napier in Abyssinia. As a rule, they contained little news of importance, except one which announced that the Abuna, or High Priest, who had been held in captivity by Theodore, and had been friendly to the prisoners, died on the 25th October.

Death of the Abuna.

Permission to land our troops on Egyptian soil applied for.

In anticipation of the necessity of sending an expedition to Abyssinia, measures were taken to obtain the permission of His Highness the Viceroy of Egypt to land on Egyptian soil, and on the 19th August instructions on the matter were sent from Lord Stanley to Acting Consul-General Reade, Her Majesty's agent in Egypt, stating that Her Majesty's Government, having exhausted all peaceful efforts to induce King Theodore to release the European prisoners detained by him in captivity in Abyssinia, had resolved to use force for that purpose; but as that country could only conveniently be reached by passing through Egyptian territory, Mr. Reade was instructed to apply to the Egyptian Government for permission to do so, and for such facilities as they might be able to afford to the officers entrusted with the superintendence and management of the expedition, and with the purchase of supplies and of means of land transport.

Certain functionaries had already been ordered to Massowah for this purpose; and Mr. Reade was directed to request that the Egyptian authorities at that port might be instructed to render them every assistance.

The object of Her Majesty's Government being merely to release the prisoners and to punish King Theodore for his conduct in detaining and imprisoning Her Majesty's officers, the Egyptian Government were informed that the Expedition would

leave the country so soon as these objects were effected, and that Her Majesty's Govérnment had no designs of conquest in that district.

To this a reply was received by telegram, from the Acting Consul-General in Egypt, dated Cairo, 2nd September, 1867, stating that permission had been granted for the passage of the expedition through Egyptian territory, and that Egyptian officers would proceed immediately to Massowah to ensure every facility being afforded, and, further, that the Viceroy's ships of war in the Red Sea were placed at the disposal of Her Majesty's Government in case of need. Permission granted.

A few days after, Mr. Reade forwarded to the Foreign Office the following letter, which he had received from Raghib Pasha:—

" M. le Gérant, " *Alexandrie, Le 9 Septembre,* 1867.

" J'ai pris connaissance de votre Dépêche du 29 Août dernier, et de la note y annexée " de Son Excellence le Ministre des Affaires Etrangères de Sa Majesté la Reine de la " Grande Bretagne. Par cette note Son Excellence explique que le Gouvernement " Anglais, ayant vainement essayé de tous les moyens aimables pour amener le Négus " d'Abyssinie à libérer les Européens, par lui retenus captifs, s'est déterminé à user, au " besoin, de la force pour atteindre ce but, et qu'il demande en conséquence du " Gouvernement Egyptien l'autorisation de faire passer des troupes sur son territoire " pour arriver à l'Abyssinie, enmême temps que son assistance en faveur des Officiers " chargés de la direction de cette expédition, et dont quelques-uns auraient déjà reçu " l'ordre de se rendre à cet effet à Massowah. Raghib Pasha's letter of the 9th September.

" Son Excellence ajoute que le Gouvernement de Sa Majesté Britannique retirera ses " troupes immédiatement après, et qu'il entreprend cette expédition sans aucun esprit de " conquête.

" J'ai du, M. le Gérant, prendre les ordres de Son Altesse le Vice-roi sur l'objet de " cette communication.

" Son Altesse me charge d'exprimer au Gouvernement de Sa Majesté Britannique, " auquel il est uni par tant de liens d'amitié, tous ses regrets à propos des faits qu'il " reproche au Négus d'Abyssinie, et qui le déterminent à user, au besoin, de la force pour " obtenir satisfaction.

" En même temps, Son Altesse ordonne que son Gouvernement accor de toutes les " facilités possibles pour l'expédition ; qu'un Officier spécial soit envoyé, à cet effet, à " Massowah ; et que des instructions formelles soient transmises dans le même but aux " autorités locales.

" Je suis heureux, M. le Gérant, de porter à votre connaissance ces dispositions " favorables, qui, de la part de Son Altesse, sont un nouveau témoignage du désir qu'elle " éprouve de continuer les meilleurs relations avec votre Gouvernement ;

" Et je vous présente, etc. etc.,

" RAGHIB."

As the Viceroy of Egypt is the feudal vassal of the Sultan of Turkey, it was necessary to obtain permission for the passage of troops through Ottoman territory also from Constantinople. Permission of the Sultan of Turkey applied for.

Lord Stanley addressed the Secretary of the Embassy at Constantinople on the 22nd August, 1867, stating that Her Majesty's Government having exhausted all peaceful efforts to procure the release of the captives, had now resolved to resort to force.

In order, however, to reach Abyssinia, Her Majesty's Government were led to believe that it would be necessary for their troops to pass through Ottoman territory, and, if so, they did not doubt that every facility would be afforded to them by the Sultan and the Viceroy of Egypt, who would understand that the Queen had no designs of conquest in that district, and that the only object of a military expedition was to effect the release of the prisoners, and to punish the tyrant who detained them in captivity.

The Chargé d'Affaires at Constantinople communicated in this sense a letter to Fuad Pasha. To this the following reply was received from that Minister of the Porte :—

Reply.

"M. le Chargé d'Affaires, "*le* 1 *Octobre*, 1867.

"J'AI eu l'honneur de mettre sous les yeux de Sa Majesté Impériale le Sultan la "note que vous avez bien voulu m'adresser, le 1 Septembre, par laquelle, en m'an- "nonçant la décision prise par le Gouvernement de Sa Majesté Britannique, d'employer la "force armée contre le Roi Théodore d'Abyssinie, pour obtenir la délivrance des Officiers "Anglais et autres Européens tenus par lui en captivité, vous me faites part du désir du "Cabinet de St. James, de faire passer à travers de l'Empire Ottoman les troupes qu'il "sera dans le cas d'envoyer à cet effet en Abyssinie.

"En réponse, je m'empresse de vous informer, M. le Chargé d'Affaires, que mon "auguste Souverain, prenant en considération ce désir du Gouvernement de Sa Majesté "la Reine, qui, comme vous le déclarez dans votre susdite note, n'a en vue par cette "expédition aucun but de conquête, mais bien uniquement le redressement de ses légitimes "griefs contre le Roi Théodore, s'est plû à autoriser le passage libre, à travers le territoire "de son Empire, des troupes Anglaises se rendant en Abyssinie. Je dois ajouter, M. le "Chargé d'Affaires, qu'en conséquence de cet ordre impérial, la Sublime Porte vient "d'inviter Son Altesse le Khidive d'Egypte à accorder toutes les facilités nécessaires "au corps expéditionnaire de Sa Majesté Britannique lors de son passage par cette partie "de l'Empire.

"Agréez, &c.,
"FUAD."

Egypt offers to send a mission.

On the 10th October, the Secretary of State for Foreign Affairs received a telegram from the Acting British Consul-General in Egypt stating that the Viceroy had offered to send a mission to the King of Abyssinia, with a view to counselling him to release the British subjects and others detained in captivity in that country.

To this the Secretary of State for Foreign Affairs replied, conveying to the Viceroy the best thanks of Her Majesty's Government for the interest taken by His Highness in the prisoners, and stating that Her Majesty's Government would gladly avail themselves of the opportunity of endeavouring to avert the necessity of a war, and would entertain the hope that the Viceroy's mission might be successful.

Her Majesty's Government did not, however, deem it prudent to relax in the least in their preparations for an invasion of Abyssinia, although determining that if the prisoners were released, and safely sent out of the country, no further steps would be taken by Her Majesty's Government against King Theodore.

The Viceroy furnished the Consul-General in Egypt with a copy of the letter he addressed to King Theodore; the following is a translation of it into English. The document was very ably written, and expressed in rhymes. A Coptic priest, hurried to his destination by steam-boat and dromedary, was the bearer of it.

Letter addressed by the Viceroy of Egypt to King Theodore.

(Translation.)

Letter from the Viceroy of Egypt to King Theodore.

From the Khidiv of the Territory of Egypt and its Dependencies of the Sudan, to His most Gracious Majesty the Great King, the August Sultan, the Sultan Theodorus, Sultan of the Countries of Abyssinia and of the Kingdom of Ethiopia.

AFTER loving salutations and exceeding affection towards you, and inquiries of your gracious health, and prayers for the continuance of your glory and honour, we inform your High Majesty that, as our lands are adjacent to your lands, and our valley contiguous to your valley, we consider it of essential duty and obligation to tender counsel to your exalted Majesty as occasion may require, and indicate to your gracious pleasure whatever may tend to prosperity and security in the present or future, as imposed by the duty of neighbour to neighbour, and nearness of house to house. We have now ascertained positively, by means free from supposition or conjecture, that, in consequence of the period of detention in your Empire having been prolonged in respect of the prisoners, the English Consul, and his associates, the exalted British Government has considered that it is incumbent on it and important for it to use coercion for rescuing them with military force, out of consideration for those who are under its protection, and of the preservation of the honour of the Government. For this reason it has thought proper to break off amicable relations with your kingdom, and to declare war against your dominions. And, behold, it has prepared for that purpose an immense force, with soldiers in great number, complete with implements of war. Nor can it have been concealed from your noble intelligence, and the excellence of your large experience, that the exalted English Government from ancient time has been renowned for valour, and might, and prowess in war defence, and it would not have remained passive up to the present time for so long a period, even of numbers of years, but from its wish to be far from doing evil, and its desire to maintain peace and happiness, and from its hope of their (the prisoners) being released without war, and set at liberty in an amicable way. Now, should it not attain this object, it will be compulsory on it to light up the fires of war, and to use overpowering force, and subjugating means of which the evil result and injurious consequences cannot be ignored. Certainly it must be within your high knowledge what the aforesaid exalted Government did in the countries of India, and in the countries of China, with their numerous populations and vastness of territory and distance of their shores.

Now, inasmuch as there is between us and that Government ancient friendship and established relations and firm amity and candid dealing, and those soldiers and forces for entering your parts must necessarily pass through our lands and valley, and there is no hope of their foregoing their determination, and of their returning to peaceful intercourse with your royal empire, except in the hastening by your High Majesty to liberate the prisoners, and to allow them to return rejoiced to their country before the fire of war is lighted, and terror becomes great, and men are destroyed, and life and property is lost; for that reason, great friendship, clearness of conscience, and neighbourly duty invite me to offer advice to the part of your Imperial Majesty in this affair, and to counsel your Majesty to keep aloof from such evil.

If, then, you desire the welfare of your empire and beautiful kingdom, accept from us this friendly advice and amicable monition, and expedite the liberation of the above-mentioned Consul and the remaining mentioned prisoners, and send them to Massowah, or the confines of your kingdom, in safety and security. And be so good as to inform us of the circumstance, that we may hasten to apprize the highly honoured English Government, in the hope that it will hinder the advance and march of its troops against you; for, should they enter within the limits of your empire, and overrun the provinces of your kingdom with this immense army and numerous host, with their perfect implements and prodigious guns and fire-arms, and weapons of war and military engines, very great disasters and alarm will fall upon your honoured empire.

Also, as is necessarily known, if destruction befall those prisoners, that will be no cause for the retreat of the English, and the retracing of their steps, but a cause for increasing their resentment and aggravating their rage, and adding to their determination to exact signal vengeance, and inflict severe punishment, such as ought not to be here recorded, nor even here mentioned or written.

If you accept this friendly advice, and elect to follow the right way for preserving property and lives, and for maintaining peace and prosperity, which I expect from your high intelligence and excellent system of government, it is better than the ravaging of countries and the harassing of

human creatures, and confusion of affairs, and increasing of evil, and falling into a complete state of disorganization.

But if you act contrarily, and dissent from my view, and insist after this on keeping the beforementioned in prison, assuredly the English will overrun the lands of your empire with the army now prepared, and abounding force, and manifest strength, and all-subduing power, in face of which repentance will not avail, nor safety be possible; and the time of opportunity will be passed, and its season gone, and its recall difficult; and we also shall be under the necessity of allowing to cease the friendship existing between us and your Majesty, although that would be without our wish, and contrary to our desire, and only on account of your disregard of our advice, and the want of your acceptance of our intimation.

The prudent man selects the best phase of affairs, and throws not himself into evil. Thus we have accomplished our duty of counselling you, and it remains for you to accept, which is our last hope and final request.

Egypt sends troops to Massowah and Suakin.

The Viceroy apparently selected the present as a fit occasion for sending an army to the Abyssinian frontier. 10,000 troops, most of whom had just returned from Candia under Abd-el-Kader Pasha, left on the 24th October for Massowah and Suakin. His Highness stated that the object of the force was simply to act on the defensive, in the event of any attack upon his territory being made by King Theodore; but that he had given Abd-el-Kader Pasha instructions to give any assistance in his power to the officers in command of the British troops, if the latter should require it.

Although Her Majesty's Government were prepared to accept readily the offer of Egyptian intervention in the matter of an Embassy, the appearance of a large Egyptian force on the frontiers was likely to lead to serious complications, and the Secretary of State for India wrote to the Secretary of State for Foreign Affairs, on the 31st December, 1867, stating that it was not the intention of Her Majesty's Government, in accepting the friendly offer of mediation made by the Viceroy of Egypt, to invite the active co-operation of his Highness's troops, and that they could not have accepted such co-operation had it been offered, as they were sensible of the possible misconstruction to which their so doing might have exposed them.

Sir Stafford Northcote, therefore, suggested that a communication might advantageously be addressed to the Egyptian Government, referring to the misapprehension into which their officers appeared to have fallen with respect to the nature of the letter addressed by His Highness the Viceroy to King Theodorus, and to the erroneous impression which seemed to prevail as to the nature of the understanding between the Governments of Egypt and Great Britain; and Sir Stafford Northcote further suggested that, if a communication could be made in such terms and in such a manner as to remove all grounds of probable offence to His Highness, it would be desirable to request the Viceroy to issue orders for the return of at least some portion of his troops at as early a date as possible, and to direct his officers to abstain from taking any steps which might bear the appearance of their taking or intending to take part in the Abyssinian campaign.

Consequently Lord Stanley wrote to Colonel Stanton, the Consul-General in Egypt, on the 3rd January, 1868, in the following terms:—

England asks Egypt to withdraw a portion of the force sent to Massowah.

I desired Mr. Reade, in my despatch No. 27, of the 10th of October, to state to the Viceroy that Her Majesty's Government would gladly avail themselves of his offer to send a mission to King Theodore, with a view of counselling him to release the British subjects and others detained as captives in Abyssinia, and, in reporting that he had executed these instructions, Mr. Reade, in his despatch No. 39, of the 25th of October, enclosed a copy of the Viceroy's letter to the King, and added that the Viceroy had apparently selected the present time as a fit occasion for sending an army to the Abyssynian frontier, and that 10,000 troops had, in fact, been despatched to Souakim and Massowah.

The Viceroy, however, Mr. Reade went on to say, had assured him that the object of the force

was merely for the defence of Egypt, if attacked by King Theodore, but that the Commander of it was instructed to assist the British Expedition, if applied to.

Although Her Majesty's Government did not contemplate any such military demonstration on the part of the Viceroy when they accepted his offer to appeal to King Theodore for the release of the British and other captives, they did not, when informed of the grounds on which the Egyptian forces were despatched in the direction of Abyssinia, feel warranted in offering any observation on that measure; and it is only now, when the effect it may probably have on the position and operations of Her Majesty's forces has become apparent, that they feel themselves justified in making any communication to the Viceroy on the subject.

From the information that has reached Her Majesty's Government, there is much reason to suppose that the presence of the Egyptian forces on the scene, or even in the neighbourhood of the English operations, has a tendency to indispose the tribes not depending on King Theodore, and those in revolt against him, and to induce them to apprehend attempts, notwithstanding the disavowal of Her Majesty's Government, to alter the general state of affairs in Abyssinia. Such an impression would unquestionably add very much to the difficulties with which the British Expedition has to contend, by tending to make lukewarm in its cause the population of the country through which it is moving, even if it did not convert them into enemies.

But besides this, looking to the difficulty which may be experienced in procuring supplies in the districts through which the British Army is moving, on account of the limited resources of the country, the neighbourhood of a large Egyptian force, equally drawing a portion at least of its supplies from the same districts, must prove a source of great inconvenience and embarrassment, and can scarcely fail to cripple the Expeditionary Army.

Her Majesty's Government think it best, therefore, at once to state to the Viceroy how matters stand, and they cannot doubt that he will fully appreciate the grounds on which you are instructed to request him to withdraw, at least a certain portion, of the Egyptian forces from the neighbourhood of Massowah, which he can do without any apprehension for the safety of his own territory, inasmuch as the movements of the British Expedition will find sufficient employment for the forces of which King Theodore can dispose, and will leave him no means for attacking the Egyptian territory.

You will, of course, make the Viceroy clearly understand that the request which you are instructed to prefer is not based on any doubt as to the intentions of His Highness. Her Majesty's Government place the fullest reliance in his sincerity and goodwill, and they can give no better proof that they do so, than by instructing you frankly and unreservedly to lay before him their request, and the grounds on which they prefer it.

To this letter Colonel Stanton replied in the following terms, on the 16th January, 1868:—

Colonel Stanton's of the 16th January, 1868, in reply to above.

"I have the honour to acknowledge the receipt, on the 12th instant, of your Lordship's "despatch, No. 2, of the 3rd January, instructing me to make certain observations to the "Viceroy on the subject of the inconvenience and embarrassment which the presence of "the Egyptian forces in the neighbourhood of the English operations in Abyssinia was "likely to create for the Expeditionary Army, and I have to report to your Lordship that, "in obedience to these instructions, I immediately waited on the Viceroy, and stated to "His Highness the purport of my visit.

"I explained to His Highness that Her Majesty's Government had reason to suppose "that the presence of the unusually large Egyptian force actually at Massowah, or in the "immediate neighbourhood, has a tendency to indispose the tribes not depending on King "Theodore, and those in revolt against him, from rendering such assistance to Her "Majesty's troops as might otherwise be expected from them, even if it did not convert "them into enemies, from the apprehension that attempts might be made to alter the "general state of affairs in Abyssinia.

"I also stated to His Excellency that, in addition to these reasons, the neighbourhood "of a large Egyptian force could not fail to prove a source of great inconvenience and "embarrassment to Her Majesty's troops, considering the difficulty which may be expe-

" rienced in procuring supplies in the districts through which the British force is moving, " and from which the Egyptian troops are equally drawing a portion, at least, of their " supplies, and that, under these circumstances, I was instructed by your Lordship to request " His Highness to withdraw, at least, a certain portion of his troops from the neighbourhood " of Massowah, which, I added, could be done without any apprehension for the safety of " His Highness's own territory. I also explained that the request I was instructed to " prefer was not based on any doubt as to the intentions of His Highness, that, on the " contrary, Her Majesty's Government place the fullest reliance on his sincerity and good- " will, and that, by instructing me to lay this request frankly and unreservedly before him, " as well as the grounds on which it is preferred, they gave the best proof of this reliance. " His Highness, in reply, assured me most positively that the number of Egyptian troops " reported to have been sent towards the Abyssinian frontier had been much exaggerated; " that, in reality, he had only increased the force in the Soudan by about 1,200 men, and " that the present garrison of Massowah consists only of about 1,500 men, which he did not " consider excessive; but, upon my again insisting that any increase to his garrison there " at the present moment would naturally give rise to exaggerated rumours in Abyssinia " itself, and tend to the belief amongst the natives of that country that His Highness was " acting as our ally, a belief that might seriously affect our operations from the known hos- " tility of the Abyssinians to the Egyptians, the Viceroy assured me he would, to prove his " good will towards Her Majesty's Government, immediately send orders to Massowah to " withdraw one battalion from the garrison.

Orders sent to withdraw one battalion.

" His Highness also desired me to assure your Lordship that he was sincerely sensible " of the good opinion of Her Majesty's Government, and of the manner in which your " Lordship had expressed this opinion.

" I beg also to state to your Lordship that, since this interview with the Viceroy, I " have myself visited Suez, and there endeavoured to ascertain exactly the number of " Egyptian troops that had been embarked for Massowah or Suakin, and, from the best " information I can collect there, I have every reason to believe that, instead of 10,000 " men having been sent, as was reported, the actual number embarked could not have " exceeded 3,000 men."

Italian intervention offered.

The Italian Government made an offer of their influence with certain Italian missionaries in Abyssinia to obtain the release of the prisoners. Her Majesty's Government were fully sensible of the friendly intentions of the Italian Government, and would have viewed with satisfaction any steps which might have been independently taken to bring about the result without bloodshed. The Government could not, however, invite the intervention of another party without weakening the effect of their own proceeding, and discrediting to some extent the officer in whose hands they had placed the conduct of the affair.*

Sir Samuel Baker, who had travelled in Upper Egypt, proposed a supplementary expedition by way of Kassala and Metemeh. The India Office, while thanking him for his advice, declined to entertain his suggestions.

The diplomatic arrangements during the campaign will be narrated in connection with the incidents to which they appertained.

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* Foreign Office Letter, November 7th, 1867.

CHAPTER III.

INFORMATION GATHERED FROM THE EXPERIENCE OF THE CHINESE AND PERSIAN CAMPAIGNS.

Experience of the Chinese and Persian campaigns.

WHEN an expedition to Abyssinia was contemplated, information connected with the expeditions to Persia of 1856-57, and to China of 1860, was eagerly sought for. It appeared from the records regarding those campaigns that the composition of the Chinese and Persian expeditionary forces were somewhat similar to that to be sent to Abyssinia.

The several batteries and wings or troops of regiments were sent in ships complete in themselves, so as to admit of any one battery, wing, or troop being detached from the force without inconvenience, or shifting of troops from one vessel to another.

General Staff of the China Force.

The General Staff in China was composed of a Chief of the Staff; a Deputy Adjutant-General; a Deputy Judge-Advocate-General; a Deputy Adjutant-General, Indian Forces; an Assistant Adjutant-General; a Deputy-Assistant Adjutant-General, R.A.; a Deputy-Assistant Adjutant-General, Indian Forces; a Deputy Quartermaster-General; an Assistant Quartermaster-General; a Deputy-Assistant Quartermaster-General; and the usual Deputy-Assistant Adjutant-General, and Deputy-Assistant Quartermaster-General, as well as an Aide-de-Camp to each General Officer commanding a division.

Staff in Persia.

The staff in Persia was almost similar, excepting that only one Deputy Adjutant-General was sent, and there were an Assistant Adjutant-General and an Assistant Quartermaster-General to each division.

Provisions sent from England to China.

The Home authorities forwarded to China, for the use of the troops sent from India,—

Biscuit	540,000	lbs.
Salt beef	280,000	„
Salt pork	280,000	„
Preserved vegetables (rations)	280,000	„
Corn sacks of 3 bushels each ..	3,000	

Large consignments were also sent from India.

Sea ration arrangements for China Campaign.

In consequence of Europe-cured meat not being procurable in any sufficient quantity, the Commissariat Department arranged for the issue of country-cured meat to the troops during the voyage. That department also shipped a three months' supply of wheat for 5,000 natives, with grinding-stones for its preparation; and each ship, in addition to 65 days' rations for the voyage, took a surplus stock of land rations for two months. All vessels with horses took 65 days' rations for the voyage, and a surplus supply for one month's full rations on shore. Grain and forage for three

Stores sent to China.

months were shipped; considerable difficulty was, however, experienced, in obtaining hay in Calcutta.

Rum and malt liquor.

The Home authorities shipped to Hong Kong, for the use of the British troops sent from India to China, 12,750 gallons of rum, and 2,490 hogsheads of porter.

Rum and opium were sent from India, for issue to the Sikh troops on payment.

Depôt for live stock.

It was at one time contemplated to establish a midway depôt for live stock, but the project was abandoned in consequence of the impracticability of procuring, at Singapore, bullocks, goats, &c.

Camp Ovens.

Camp ovens, of the pattern generally used on the march in India, were sent with each regiment.

Agent for the purchase of supplies.

A responsible agent was appointed for the purchase of supplies required for the Native troops.

Allowance as wastage on provisions.

Government sanctioned an allowance of one-eighth as wastage on all provisions, to the Commanders of transport for China, who were responsible for the correct expenditure of stores shipped on the vessels. So long as they accounted for the full expenditure of seven-eighths of the original stock, no charge was made for deficiencies; but no payment was made for the value of provisions delivered in excess of the quantity for which Commanders were held responsible.

Appointment of a transport agent to each fleet.

In order to ensure regularity and expedition, a Transport Agent was appointed to each fleet of transports, for the purpose of looking after the stowage, to expedite the fittings, and to accompany the vessels to China. Each transport was fitted for distilling water.

Clothing for troops sent to China.

Each man was furnished with a greatcoat; and every Native soldier, in addition to his ordinary cloth clothing (a tunic and a pair of trousers), had issued to him, previous to embarkation, 1 cloth greatcoat, 2 pair flannel drawers, 2 flannel banians, 2 pair warm socks, 1 pair warm gloves, 1 pair English boots, 1 blanket, 1 waterproof cape to every three fighting men, 1 canteen or soda-water bottle, 1 waterproof bag to contain the kit, 1 haversack.

Clothing for followers.

Every authorized Native follower of the troops was furnished with 1 blanket, 1 cloth or blanket great coat, 1 Lascar's mirzai, lined, 1 pair cloth pyjamas, 2 flannel banians, 2 pair woollen socks, 1 pair boots. Clothing for officers' servants was not supplied by Government, but Commanding Officers were held responsible that they were properly provided.

The Secretary of State sent to China, for the use of the troops embarked from India,—

Boots, ammunition	20,000
Frock, summer, drab	10,000
Greatcoats	7,000

Long boots and blankets were not procurable in India in sufficient numbers, and waterproof sheets were obtained from England; 10,000 wicker helmets were sent to China from India.

Medical Arrangements and Tents for China Campaign.

Native Doctors were attached to each Native regiment proceeding to China, and 100 doolies and 50 India-pattern hospital tents were sent.

One Lascar's paul was allowed for each Field Officer and Surgeon, and one between two officers in all other ranks; a European private's tent being allowed for each officer's mess.

These tents, furnished with carpets, were available for issue to officers on payment, the tents being returned into store on the completion of the service; and their value, as decided by a Committee, returned to the officers who purchased them.

2,000 rounds of ammunition for each gun was sent, and for Native troops a reserve of 2,000,000 rounds of small-bore ammunition was forwarded. Ammunition.

Upwards of 2,000 pack-saddles were sent from Calcutta and Bombay. Their preparation commenced at a very early stage of the expedition. Pack-saddles.

Very great difficulty and inconvenience, not only to the troops, but to departments of the public service, having been occasioned from the unwillingness of Native non-combatants—*i.e.*, camp followers—to embark for China, and the constant desertions consequent thereon, Government found it necessary to grant an additional allowance of 50 per cent. on ordinary rates of pay and marching batta to all public followers, who also received free rations and warm clothing. Allowance to camp followers.

The increased rates of pay and free rations had effect from date of embarkation to that of relanding in India.

Grass-cutters and camp followers, both public and private, who went to China, were carefully examined by Medical Committees, and not allowed to go unless reported fully capable of work. Camp followers.

Sanction was given for the purchase of a printing press, and of two or three lithographic presses, and the entertainment of an establishment for the same. Printing Press.

The employment of experienced men to take charge of horses on board each ship proceeding with the Cavalry was sanctioned. These men received 100 rupees per mensem as remuneration. Charge of horses on board ships.

Under instruction from Her Majesty's Government, families of soldiers proceeding to India were detained in India. Families.

Wives and families of officers of Her Majesty's regiments proceeding to China were allowed passage to England; each officer paying the same proportion for his family as is paid by an officer proceeding home on duty, and provided they were sent within three months from the date of the embarkations of the regiments. Passage to England for families of officers.

It was clear from our experience in the Persian campaign, that the aids which the Civil and Political Administration of India so freely affords to a force in the field in that country cannot be given to a force acting beyond seas, more especially in a distant and unknown country like Abyssinia, and that that want should, therefore, be provided against as far as possible, by supplementing the several departments with every kind of aid for increasing their efficiency. Experience of Persian campaign.

The Commissariat Service being the one on which the success of the Expedition mainly depended, its efficiency would have to be increased to the utmost. Commissariat Department in Persia.

To this end the experience of Persia suggested that the duties of Commissariat Officers should be, as far as possible, restricted to providing rations, &c., for the troops in the field and in hospital; that they should be relieved, as far as possible, from all accounting duties, and from the custody of funds; only a small balance being left in their hands. But as it was essential that all supplies brought by the people of the country be punctually paid for on delivery, Commissariat Officers would have daily to be furnished with the necessary funds.

It was to be expected that great difficulty would, at first at least, be experienced in procuring supplies; and our former experience, therefore, suggested the appointment of a few officers—either civil or military, specially qualified for searching out the resources of the country—to assist the Commissariat, but separate from that branch.

Our Indian Commissariat had justly received great praise for efficiency, but its success was greatly dependent on the aid of civil and political administrators in India. Many excellent executive officers are not well qualified to search out the resources of the country; indeed, few officers combine a high order of executive and administrative powers

of mind. In many of our operations beyond seas, the Commissariat have at first been at fault, for want of the administrative element to develop the resources, leaving the Commissariat Officers to devote their whole time and attention to their executive duties.

This was said to be especially the case in the China operations of 1841. The great mortality amongst the troops at Chusan would no doubt have been greatly diminished if proper supplies had been available immediately on landing.

Bazaar Superintendents.

In further aid of the Commissariat, our experience advocated the appointment of Bazaar Superintendents, to assist the Commissariat in obtaining cattle and other principal supplies, and supplement arrangements, by procuring minor articles, such as cakes, vegetables, &c., which are equally needed by the soldiers, and willingly furnished by the poorer classes, who are less liable than the wealthy people to fall under the displeasure of the Government.

Food of native soldiers.

Former experience in campaigns out of India pointed out that special attention would require to be given to the food of the Native soldiers. When on foreign service, the Sepoy requires even more care in that respect than the European soldier.

The practice of giving money rations has not been found so good as the custom of issuing rations in kind, for it often happens that the Sepoy, instead of drawing from the Commissariat the whole value of his money allowance, starves himself in order to save the money specially given for food. And when the whole ration is given in kind, it is necessary for officers to see that the food is not sold, and is properly cooked, and eaten when hot and palatable. There is also a necessity in attending to the Native troops getting regular meals. Reports brought to light the hardships entailed on Sepoys in Burmah and the Straits. It was shown that they were often kept so long on duty as to be prevented from cooking food for 24 hours.

The composition of the rations was also a point to be carefully considered. The Sepoy, when on foreign service, especially in a cold climate, requires animal food.

The hospital diet of sick Natives, if liberal, tends to thin the hospitals far more than medicines.

In our campaigns beyond sea from India, troops had not suffered from a scarcity of water, but in order to provide against the deficiency of water, anticipated in the march in Abyssinia, it was considered well to provide good leather puckals, adapted for conveyance on mules, camels, and bullocks.

Blanket.

As regards the protection of the soldiers, European and Native, from changes of climate, experience had proved that the common English double red blanket was the most useful article. It was proved to have stood all kinds of knocking about, and besides affording comfort at night, could be used in a variety of ways. Service in India, Persia, and China demonstrated that good shoes, worsted stockings, and flannels, would also be required, and that warm clothing should not be issued until the cold made the soldiers appreciate the supply, otherwise the articles would be sold, lost, or thrown away.

A memorandum of the warm clothing, boots, &c., supplied to the Native troops and followers in China is shown at page 48.

Articles supplied for Persian campaign from England.

The following is a list of articles sent for the Persian Force by the Court of Directors of the East India Company:—

8,700	knitted	worsted	nightcaps.
8,700	pairs	worsted	gloves.
8,700	„	„	mitts.
17,400	„	„	socks.

8,700 pairs worsted stockings.
8,700 ,, ,, Guernsey shirts.
8,700 worsted neck comforters.
8,700 flannel shirts.
2,200 blue serge banyans.
8,700 pairs ankle boots, of sizes, with 1 pair of laces for each pair of boots.
8,700 pairs of boot laces.

Apothecaries.

The Mutiny campaign in India had shown that the number of apothecaries and dressers to accompany the force should be very liberal, and that one efficient Medical Officer, aided by good subordinates, could attend to 200 men: and as we were generally badly off in the field for medical officers, it was desirable to utilise their services to the utmost, by supplementing them with a large number of subordinates.

Adjustment of accounts in Indian campaign.

As the expenses of the Expedition were to be paid by the Imperial Government, it was clear that on the part of the officers of the Indian Administration, a very accurate and complete system of accounting would be necessary. The first China war was stated to have been a source of great expense to India for want of complete accounts being produced.

It was clear that every endeavour should be made to simplify the system of accounting, and to diminish the number of vouchers as far as possible, and that vouchers taken from the people of the country should be in the simplest form, but expressing in clear terms the purpose for which money was paid away. Experience in Indian wars had shown that no money should be paid away without a voucher being taken; and that every officer having to account for money should be required to send in his vouchers as soon as possible. The opportunities for tampering with vouchers would thus be greatly diminished, and the attempt, if made, more easily detected.

In adjusting the Commissariat accounts of the Mutiny in India, the simplicity of the vouchers really required to prove the act of payment had been remarked on. If the simple form of voucher on which the charges were finally passed had been adopted on the first outbreak of the Mutiny, the great trouble occasioned by the multiplicity and complexity of documents would doubtless have been obviated, and audit facilitated.

The vouchers are the basis of accounting, and ought to suffice to enable the Auditors and Accountants to pass and compile the accounts promptly and regularly.

Treasurer.

Experience in previous campaigns in India, indicated the necessity of a Treasurer being sent with the force to distribute cash daily to the Commissariat and other paying officers, so as to leave in their hands as small a balance as possible, and that the Treasurer should be in communication with the Audit and Account Department, and able to assist in enforcing the early sending in of vouchers.

Police.

In all operations in a foreign country, an efficient Police Force, accompanying the army, had been proved to be essential, not only for maintaining the discipline of the soldiers, when out of sight of their officers, but in order to protect the people.

Provost-Marshal.

It had been usual to appoint a non-commissioned officer as Provost-Marshal, as the duties were of an unpleasant nature, and generally restricted to the soldiers; but, as in the present case, the control would be extensive, and looking to the importance of having an experienced officer at the head of the Police, it was considered well to appoint a superior officer as Provost-Marshal, with efficient non-commissioned officers as assistants, and some selected men of other grades.

As regarded the powers to be exercised by the Provost-Marshal's establishment, these had generally been, according to Military Law, defined by the Commander of the

Forces, in so far as extreme punishment was concerned; but the Provost-Marshal had generally been entrusted with considerable discretionary power.

Fittings of horse and cattle transports in Persia and in China.

A great deal of information on the selection and fittings of horse and cattle transports was obtained from the experience of the Persian and the Chinese campaigns. In the reports of the officers connected with the embarking arrangements for Persia and China it was recommended that horse ships should not have false decks unless they were properly caulked; should have large scuppers to carry off the urine; should have bow-ports if possible; that great attention should be paid to the ventilation, if the voyage was to be in warm latitudes; that the horses should be on the main deck; the stalls 7 feet long and 2 feet 6 inches wide, from centre to centre of stanchions, a space of 3 feet 6 inches or 4 feet in rear of the stalls to enable the men to clean the horses properly; that the height between the planking of the decks should never be less than 7 feet; that the iron pegs for fixing the sideboards should be attached to the stanchions with a short chain; that there should be a strong bamboo, 15 inches below the upper one; that cross battens should be placed directly beneath the sideboards, made so as to allow the urine to run off; that the feeding troughs should have strong fixings as they get rough handling; that there should be 10 per cent. of spare stalls on long voyages, 25 per cent. only of resting slings, 6 shipping slings in each ship—1 scraper per stall, 50 per cent. of brooms, with a reserve.

The reports further stated that coir mats were most useful, but should only be used in rough weather, as they were liable to stink and become full of insects if not taken up.

It was also ascertained from the China reports that one hay net per horse was required; that a horse requires 6 gallons of water per day in hot weather, in cool weather 5; that oats are superior to gram, the latter frequently causing gripes; that chloride of zinc should be freely and frequently used; that the men's accommodation should not be bulk-headed off from the horses, and that it should be whitewashed once a week, and the horse deck every 10 days.

Land transport animals in China.

Great waste of life occurred amongst the land transport animals in China. The manner in which they were shipped (excepting those sent from Bombay), and the wretched condition in which they remained until the end of the campaign in spite of the abundance of forage always available, may be attributed to the following causes*:—

1st. The Military Train, under whose immediate supervision the animals were placed, were unaccustomed to look after them, and ignorant of fitting and looking to their gear. The syces were composed of Indians, Manilla men, and others, and, with few exceptions, could neither understand, or be understood by the officers and men placed over them. The syces were wretched, and uncared for, and as a natural consequence the animals were neglected.

2nd. The faulty pack saddles gave the animals sore backs; little attention appears to have been paid to fitting them. The only good pack-saddle was the *pad pack-saddle*, sent with the mules from Bombay. It could be injured with difficulty, seldom gave sore backs, and was easily repaired.

3rd. The fittings of the ships which carried the ponies were often flimsy. The ponies were stowed away like sheep. In one vessel, from Japan, 75 ponies perished by the fittings having given way in a gale. To judge by the condition of the ponies brought from Manilla, Japan, &c., but little care could have been bestowed on them during the voyage.

* Extracted from the reports of Major Probyn and Captains Fane, Godby, and Allgood, Bengal Army.

4th. There appeared to be little or no system in the management of the transport animals.

Should an expedition be again sent to China, Persia, or Egypt,* it was recommended that the land transport should all go from Bombay, and a special corps organized composed of efficient men ; and that the officer selected to command, as well as those under him, should be especially chosen on account of their activity, knowledge of the treatment of animals, and also of the vernacular. Their pay should be such as to secure the best men ; that intelligent privates from Dragoon regiments, men with a good knowledge of the vernacular, and smart attentive men, should be placed over the syces and drivers as non-commissioned officers, in the proportion of 1 non-commissioned officer to 20 syces, and that a similar number of intelligent natives, as jemadars, should assist the non-commissioned officers. Recommendations for a transport corps from the experience of China.

That 1 syce should be embarked with every 2 mules or ponies.

That the corps should be divided into divisions, sub-divisions, &c., and a regular system of internal economy and control established ; that the non-commissioned officers should be armed with hunting whip and revolver only ; and mounted on ponies

That the Commanding Officer should be alone responsible to, and under the orders of the principal Commissariat officer ; that the corps should be organized and in working order before it embarked ; that the non-commissioned officers and men should be practised in fitting saddles, loads, &c., picketing, and other useful work.

That surplus saddles and all kinds of gear should be sent with the head-quarters of the corps, and a staff of moochees, and blacksmiths, &c.

That the ships should be strongly and carefully fitted, and the animals daily groomed, attention being paid to their food and watering. That each animal should have a separate stall, as otherwise in bad weather there would be much loss amongst them.

In China they used a light English-built four-wheeled wagon, and Maltese carts. In countries where the roads are tolerable these are preferable to pack animals, are more economical, and easily loaded. Carts.

Each wagon in China was drawn by four mules or ponies, and carried 1,500 lbs., and it was recommended that the harness should be of the simplest and the stoutest materials.

The mortality amongst the slaughter cattle and sheep brought to Talien-whan, for the use of the Army in China, was excessive. Often one-third of each ship load died on the voyage, and the remainder were so poor as to be unfit for use. Cattle transport, China.

Both sheep and cattle on board ship require *special* care, in respect to their diet and watering, and it was recommended by the disembarking department in China that when sheep and cattle were shipped by the Commissariat, competent ship's butchers should be placed on board to look after and attend to them, at whatever price the services of such men might be obtained.

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* From Major Probyn's and Captain Allgood's reports.

CHAPTER IV.

PREPARATIONS IN ENGLAND.

Choice of base of operations.

With the view of an eventual necessity for an appeal to arms, the Secretary of State for Foreign Affairs, in whose department the management of the Abyssinian difficulty had hitherto lain, officially invited, in April, the attention of the Secretary for War and of the Secretary for India to the subject. In June, the Government sought information as to the possibility of an expedition into the country of Theodore.

Bombay selected.

The Ministry of England judged that in the event of an invasion of Abyssinia, Bombay must be the base of operations. On July 10, the Secretary of State for India telegraphed to the Governor of that Presidency the question how soon, *if an expedition were determined upon*, the force could be ready to start from Bombay fully equipped and provisioned. No orders were given for preparation. Information alone was required with the view to a possible contingency. Yet this telegram was not unimportant: it pointed out to the Government of Bombay that that Presidency would be adopted for the base of operations against Abyssinia.

Information sought for regarding Abyssinia.

At this time Mr. Seymour Fitzgerald was Governor of Bombay, and he, on the receipt of this important telegram, from the Government at home, conferred with Sir Robert Napier; who, early in the year, had already directed Colonel Phayre, Quartermaster-General of the Bombay Army to procure from all available sources of information a knowledge of the nature of the country. Colonel Phayre waded through a vast mass of travels and correspondence, and condensed the result of his investigations in a brief report. From this information it appeared that Massowah, or its neighbourhood, would be the point most convenient for the disembarkation of an expedition to obtain the release of the European captives imprisoned at Magdāla; that the best route for the army to pursue would be found in the most direct line to the latter place. This line would lead by way Antalo and Lake Ashangi, and would cut almost at right angles the lines of the general watershed of the country; as it would, however, cut the streams near their sources, they would not be such formidable obstacles as the large rivers which must be encountered in an advance by way of Metemeh and Kassala. On this information Sir Robert Napier formed his dispositions.* He recommended that an advance force should be despatched as early as possible to make arrangements for the formation of a base of operations in the vicinity of Massowah, as well as for the convenienceand protection of the troops and stores on first landing. The distance between Massowah and Magdāla was computed at about 400 miles; Antalo, the capital of the province of Enderta, was believed to be a considerable place, about half way between the coast and the fortress. Sir Robert Napier considered, from such information as he could collate,

Recommendations of Sir Robert Napier on the dispatch of an advance force.

* The Memorandum of Sir Robert Napier, dated the 23rd July, 1867, from which this and the following information has been obtained, will be found at page 155, Chapter VI.

that Theodore's cruelties had rendered most of his neighbours hostile to his dynasty, and at this early period looked forward to securing the aid of the people of Tigré and of the Gallas in the operations. Yet he did not fail to perceive that Theodore's quarrels with his neighbours might not be permanent: that the latter might reconcile themselves to him and band with him against a foreign invader, or that intriguers of other nations might raise hostility in the country against the members of a British expedition. Nor did his humane and Christian feelings allow him to regard with indifference the prospect of British soldiers being the means of allowing the pagan Gallas to overwhelm the representatives of a corrupt and vitiated still not yet moribund Christianity; nor did he contemplate making use of some portion of the people, to leave it, after the departure of the expedition, to the terrible vengeance which is dealt out to their enemies by the barbarous tribes of Africa. He did not despise the friendship of such races, nor was he averse to receiving any assistance they could afford, but he firmly held that a British expedition should be sufficiently strong to do its own work with ease and security. For this purpose he considered that a force of about 12,000 men would be required. Such a force could hold with security its base of operations near the sea, and could maintain a supporting force at a distance of about 200 miles from the coast. It could also detach an advanced party of about 5,000 men, which might act over the last 200 miles to Magdāla, or to such other place as the prisoners might be conveyed, and cover the line of communications.

Strength of Force.

Sir Robert Napier impressed upon the Government that, although by proper arrangements, meat, corn, and forage might be procured in the country, still that to render a force efficient, a large quantity of carriage would be required.* He advocated the employ of mules, camels, and carts, as well as the formation of a corps of 3,000 coolies. A Chinese cooly corps had done good service in the army of Sir Hope Grant which in 1860 reduced the Taku forts and planted the standard of St. George on the walls of Pekin. He urged that agents with sufficient funds should be despatched to the best places for procuring cattle and supplies, and that officials should also be stationed at Massowah with ample authority and means to direct the preliminary arrangements.

Transport mules.

Cooly Corps.

Agents to purchase cattle and supplies.

Sir Robert Napier represented that the Government, which immediately directed the operations, should have full authority to provide everything necessary for the health and comfort of the troops; nor did he omit to observe that no such expedition could be carried out without very great expenditure, and that the very best arrangements might be crippled by some misplaced economy. From a very imperfect meteorological register kept by Harris, he concluded that the troops would be obliged to encounter both rain and cold, and that it was absolutely necessary that the soldiers should have their tents, warm clothing, and a waterproof sheet for each man.

Expenditure.

Climate.

On July 23, Sir Robert Napier submitted officially the above views to the Government of Bombay. He had previously demi-officially answered Mr. Fitzgerald's queries as to how soon a force composed of 3 regiments of European Infantry, 7 regiments of Native Infantry, 4 regiments of Cavalry, 4 batteries of Field Artillery, and the Punjab Pioneers, as proposed by the Government, could be ready for service in Abyssinia. Before writing this letter he came to the conclusion that in everything except carriage, such a force could be equipped in from three to four months. Not much carriage could be collected at Bombay, and transplanted so as to be immediately ready to

Official Report of Sir R. Napier on the equipment required for the force.

* For organization of Transport Corps, see Chapter XXVII. and XXVIII.

move. Sir Robert Napier suggested that attention should be turned to Aden, Egypt, and Abyssinia itself; and that carriage should be collected as near the point of debarkation as possible. He considered that the advanced party could not commence its enquiries too soon, and should have an escort to enable it to reconnoitre freely; and that troops should be obtained from Madras and Bengal to relieve those sent from Bombay to Abyssinia. He held that mountain artillery ought to be attached to the expedition, and urged the necessity of giving early orders for carriage and commissariat.

Mountain Artillery.

Reconnoitring party ordered.

On July 25, the Home Government telegraphed for further information, with a view to an expedition, in case one might be decided upon. Orders were also received at Bombay directing that a reconnoitring party of such officers as Sir Robert Napier might advise to be necessary, should be sent to the Abyssinian coast, to make enquiries on the spot, and to communicate with Colonel Merewether, the Political Resident at Aden. Sir Robert Napier, by his memorandum of July 23, had anticipated the demand for further information. He now urged the immediate despatch of the reconnoitring party.

Collection of transport animals ordered.

On July 31, Sir Stafford Northcote, the Secretary of State for India, telegraphed to the Governor of Bombay to begin the collection of transport animals. This order was repeated on August 1, accompanied with a telegraphic demand as to what would be required from England. On August 13, he telegraphed to Bombay that it was proposed that Sir Robert Napier should be the Commander-in-Chief of the Expedition to Abyssinia, and on the next day the appointment was confirmed with the full approval of His Royal Highness the Field-Marshal Commanding-in-Chief.

Appointment of Sir R. Napier to command.

Brigadier-General Sir Charles W. D. Staveley, K.C.B., Commanding the Poona Brigade of the Bombay Army, had the local rank of Major-General in Abyssinia conferred upon him, and was nominated a Divisional Commandant and Second in Command of the Force, and Major-General George Malcolm, C.B., Commanding the Sind Division of the Bombay Army, was appointed to command another Division of the Force. The commands of Brigades were given to the Senior Officers of the regiments forming the Force.

To Sir Robert Napier, His Royal Highness the Field-Marshal Commanding-in-Chief wrote on the 17th August, 1867:—

Support given by the Duke of Cambridge.

"I leave England for Germany to-night, and I have only time to write you one line "to say that I have seen a copy of the despatch which has been prepared by Sir Stafford "Northcote to go by the next mail on Monday, and in which he directs the Government "of Bombay to prepare at once the Abyssinian Expedition, placing you in command of "the troops. No better selection could have been made, and I rejoice to think that the "Government should have quite agreed with me in the officer to be appointed to so "important a post. Sir Charles Staveley is to be your second in command, and a more "valuable officer than Sir Charles you cannot, I think, have."

And again on 9th December, 1867—

"I have received your letters of the 27th September and 13th October. Nothing "can be more satisfactory than all your arrangements seem to be for carrying out the "Expedition. . . . . .

"I am glad to find that you are satisfied with the support given to you by the home "authorities. I know that Sir Stafford Northcote and the Indian Council have been

"most anxious to meet your wants in every respect; and, as far as I can judge, they "have done so with promptitude and with good effect. . . . . .

"You may at all times rely on my most zealous support and co-operation, and all "your wants shall be fully and powerfully backed up by me. I can assure you that the "Government at home have the fullest confidence in your ability and discretion, and I "think you will find no sort of difficulties in that quarter.

"Wishing you from my heart every success."

NOTE.—The following extracts of letters from His Royal Highness the Duke of Cambridge, show the powerful support given to the Commander of the Expedition:—

"*3rd April*, 1868.

"As far as matters have gone, nothing can exceed my admiration of the manner in which you have "conducted your forces. You have had a very hard task to perform. You have been pressed both from home "and by the eager spirits that surround you to push forward, but you have steadily kept in view the objects of "the Expedition. You have well weighed the importance, the absolute necessity for the safety of the force, to "keep up your communication with Zula and Senafe, and to lay in your supplies, and you have resisted the "dangerous temptation of neglecting those essentials for the more agreeable prospect of coming face to face with "your enemy. This is a great and truly noble act of abnegation, and I have no doubt you will reap your "reward in complete and entire success. This is my prayer, and I think the country should be, and will be, "grateful to you for the prudence and sound judgment upon which all your decisions have been based.

. . . . . .

"It becomes daily more clear to everybody that, so far from your force being too large, it is almost too "limited for your requirements. Certain it is to me that, had 1,000 or 1,500 men been sent out as at first "suggested by some, the whole of that force would, by this time, have been starved to death or cut to pieces."

. . . . . .

"It is marvellous to hear what has been done by the force under your command, considering all the difficul-"ties you have had to contend against. I think you have just grounds to be proud of the army you command, "and I think the country may well be proud, not alone of its army, but specially of its *General*."

. . . . . .

"I shall not enter further into any of the details of your operations, as I should only unnecessarily occupy "your time and attention. But having the fullest reliance on your sound judgment and talent, I wish you and your "brave followers every success, and I pray God that we may hear early news of your entire success."

Letter dated May 1st, 1868.

"No words can describe to you the gratification I felt last Sunday on the receipt of the telegraphic intelli-"gence informing us of the fall of Magdala. I congratulate you from my heart on this happy result to your "labours and those of the gallant troops, both European and Native, who have been so ably led by their distin-"guished Commander."

. . . . . .

"Nothing can exceed the admiration with which I regard the whole conduct of the Expedition, and the "country has, indeed, been fortunate in having found so able a General to carry out the national interest.

"Her Majesty is greatly pleased, and expresses herself to me in the following words,—'I earnestly congra-"'tulate you on the brilliant success in Abyssinia, which is an immense blessing. Sir Robert Napier deserves "'the greatest praise for his conduct, and the admirable way in which he has conducted the whole affair.' I "am sure these expressions of the Queen will be gratifying to you, and I, therefore, cannot do better than "transcribe them for your satisfaction. The Queen has at once marked her sense of her approbation of your "conduct, by conferring upon you the Grand Cross of the Bath."

. . . . . .

"I beg to remain, my dear Napier,
"Yours most sincerely,
(Signed) "GEORGE."

That Sir Robert Napier was fully sensible of, and grateful for, the powerful aid which he derived from the Chief Officer of the Army, is evident from the following extracts from his letters to His Royal Highness:—

24th August, 1867:—

"I am duly sensible of the honour done me, and the confidence placed in me by your Royal Highness."

Selection of Staff from England and India.

The Field-Marshal Commanding-in-Chief and the Secretary of State for War allowed Sir Robert Napier to seek his materials from the whole Army, both in England and India. All troops, however, except the 10th Company Royal Engineers, were taken from India, and all the Superior Staff Officers, excepting in the British Medical Department, were obtained from British regiments serving in India, or from the Indian Staff Corps.

Assistance of various departments.

Foreign Office.

War Office.

Admiralty

Transports.

As Abyssinia has no seaboard, the Foreign Office obtained permission for disembarkation on Egyptian soil.* It also engaged its agencies in the Mediterranean ports to aid in the purchase of animals for the transport service of the expedition.† The War Department laid open its stores and arsenals to supply the demands from Bombay. The Admiralty took measures for lighting and buoying the approaches to Massowah through the intricate and dangerous coral reefs which abound on the western margin of the Red Sea.‡ Vessels were chartered by that department for the conveyance of animals from the ports of the Mediterranean and Levant to Alexandria.§ Other vessels with warlike cargoes, were engaged to sail from the Thames to Bombay.‖ They carried clothing, ammunition, and breech-loading arms for the British troops who were to be thrown into the unknown region. Three large ships were despatched to act as floating hospitals in the port of debarkation. The climate of the seaboard was supposed to be almost deadly to the European constitution. Every precaution was taken to lessen and alleviate its baneful effects. These ships were fitted with such appliances as science could suggest or experience dictate for the restoration of the sick and the comfort of the

Hospital ships.

27th September, 1867 :—
"I have received your Royal Highness's kind letter of the 1st instant, and am glad that the arrangements, as far as they go, have met with your Royal Highness's approval."

4th January, 1868 :—
"I thank your Royal Highness for your kind support. I will try and justify it."

19th January, 1868 :—
"I have to express my gratitude to your Royal Highness's confidence and support."

17th February, 1868 :—
"I have to thank your Royal Highness for your kind letter of 18th January."

29th April, 1868 :—
"I have this evening received your Royal Highness's kind letter of 3rd April, and hasten to express how "grateful I am for your Royal Highness's most flattering and cordial approbation and support."

19th May, 1868 :—
"I have to thank your Royal Highness for your most kind letter of the 1st May." . .
"I trust your Royal Highness will permit me to say how much I owe to your Royal Highness's most kind "and consistent support, and encouragement.
"The excellent equipment sent from England, has in every case proved of the greatest value, and your "Royal Highness's determination to send a full company of Royal Engineers, has been fully justified by their "excellent service. . . . . ."
"In again expressing my gratitude for your Royal Highness's kind opinion of my services. . . ."

28th May :—
"I trust your Royal Highness will pardon my repeating how valuable has been your Royal Highness's kind "support and encouragement in all things connected with the Expedition."

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* See Chapter II., page 40.
† See Chapter XXV.
‡ See Chapter VIII., page 283.
§ See Chapter VII., page 240; and Chapter XXV.
‖ See Chapter VII., page 238.

suffering.* Tried and skilled surgeons were stationed on board of them. Nor were the researches of science adapted to minister to the comfort of the sick and wounded alone Stores of coal were sent to the Cape of Good Hope, Bombay, and Aden, to provide the motive power for the transit of troops,† and the means of condensing from the sea fresh water for the use of men and animals. A telegraph was constructed suitable for service in the field, to connect the Head Quarters of the Force with the port of embarkation.‡ The discoveries of chemists were combined with the skill of the mechanician to enable the outposts, by means of lamps, to flash instantaneously their observations to head-quarters.‡ By another arrangement (for Theodore was reported to be daring in attacks conducted under the cover of darkness), the whole of the country adjacent to a camp could be illumined by a light as powerful as that of the sun.‡ The power of steam was not to be limited to the sea alone. Preparations were made for sending out a railway to connect the landing-place with the interior, but these were rendered unnecessary by its being obtained from Bombay. Condensers, such as the latest experiments of science had proved to be the most efficacious, were supplied for use on shore.§ The factories of Enfield hurried to supply the Europeans of the expedition with breech-loading fire-arms. Special artillery, fitted for mountain warfare, was prepared at the Royal Gun Factories, and equipped for transport on the backs of mules.‖ Means were obtained for finding water in inland positions, and powerful pumps for forcing it to the surface.§

Coal.

Telegraph.

Lime light.

Railway.

Condensers.

It was necessary that the Army should be provided with treasure. Without the means of paying its way it could have obtained no supplies in the country. No coinage was current in Abyssinia except the Maria Theresa dollars of Austria. To obtain these, British agents were employed to buy all that they could obtain in Southern Germany, and British influence set the machinery of the mint at Vienna in motion. These dollars were shipped from Trieste to Alexandria, thence conveyed to Suez, and despatched to the scene of operations.¶

Maria Theresa dollars.

Arguments repeatedly appeared against the Abyssinian Expedition in the daily journals. Letters from correspondents were inserted in their columns, which drew ghastly pictures of the malaria of the coast and the insalubrity of the country. At one time the expedition was to die of thirst, at one time to be destroyed by hippopotami. Every beast antagonistic to the life of man was, according to these writers, to be found in the jungles or the swamps of that treacherous country. Animals were to perish by flies, men by worms. The return of the expedition was regarded as chimerical, the massacre of the prisoners as certain. The climate was hastily laid down as similar to that of the West Coast of Africa. Insurance offices raised their rates mercilessly to the officers volunteering for the service, who were regarded as rushing blindfold into suicide. Yet many were eager competitors for military service in that unknown land, and numbers of applicants besieged the press to be allowed to act as special correspondents.

Opinions in England.

As Abyssinia was known to be extremely mountainous, arrangements were made to provide rifled artillery specially adapted for mule transport in mountain warfare, and on the 22nd August, the Secretary of State for India wrote to the Secretary of State for War, and stated that it would be desirable to provide the Expeditionary Force with two batteries of mountain guns.

Mountain batteries.

Sir Stafford Northcote considered that the batteries should consist of six guns

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* See page 78.
† See Chapter VII.
‡ See Chapter XXII.
§ See Chapter XXX.
‖ See page 61, and Chapter X.
¶ See Chapter V., page 111.

(7-pounders) each, and they should be prepared for mule service, with carriages and pack saddles complete.

Almost at the same time, Sir Robert Napier applied for a battery of mountain guns, as shown by the following telegram:—

Telegram from the Governor of Bombay to the Secretary of State for India, 27th August, 1867.

"If a mountain battery of light rifled guns can be supplied, the Commander-in-Chief "wishes to have it, with 500 rounds of ammunition per gun; a supply of rockets with the "necessary carriage, and a detachment of men instructed in their use; 4,000 Snider "breech-loading rifles, with ammunition, for the British Infantry on the Expedition; and "1,000 Snider breech-loading carbines, with ammunition; the whole to be sent to Colonel "Ross at Suez, pending any other arrangement for agency."

The Secretary of State for War replied to the request of the Secretary of State for India, and informed him that orders had been given for the preparation and supply of two mountain batteries, with ammunition and stores, for service in Abyssinia,* and further that the Principal Superintendent of Stores at Woolwich had been directed to place himself in communication with the Inspector of Stores for the India Office, and to accept his directions on all points connected with the preparation and shipment of these batteries.

With reference to a remark that the cost of the stores was to be defrayed from the Imperial Treasury, he observed that, inasmuch as the whole conduct of the expedition was proposed to be placed under the India Government, it would appear to be the simplest course for the War Department to supply any stores required by the India Government, upon indents from the India Store Department, on repayment, as was the case with ordinary stores for India, and for the India Government to include them, with other payments on account of this service, in a consolidated demand upon the Imperial Exchequer.

Officers to accompany batteries.

The Secretary of State for War considered it necessary that two non-commissioned officers should accompany the 7-pounder equipment to Abyssinia, so that on its arrival they could fully explain how each load was packed, and how distributed and carried. The Secretary of State for India suggested, and the Field-Marshal Commanding-in-Chief ordered, that two young officers, and a small detachment of non-commissioned officers and men of Royal Artillery, should be sent to the Arsenal at Woolwich for the purpose of making themselves acquainted with the equipment of the mountain train batteries and the method of packing them on mules, and of learning the use and practice of Hale's war rockets (which had not hitherto been employed on service with Her Majesty's troops). These officers were directed to proceed in charge of the mountain train and rocket equipment when despatched to the Red Sea.

His Royal Highness the Field-Marshal Commanding-in-Chief was of opinion that 1,000 rounds per gun should be provided for these batteries; in this opinion the Secretary of State concurred; and on the following report by the Ordnance Select Committee, 1,000 rounds of double shell was also sanctioned for these batteries.

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* Each battery consisted of six 7-pr. guns, with 500 rounds of ammunition per gun: afterwards increased to 1,000 rounds.

Report of the Ordnance Select Committee.

"27*th September*, 1867.

Ordnance Select Committee on mountain batteries.

"THE Committee have the honour to report that, during recent practice at Shoe-
"buryness with the 7-pounder mountain gun, at high angles of elevation and with reduced
"charges, their attention was drawn to the advantages likely to be afforded from the
"employment of a double shell carrying a relatively large bursting charge, for purposes of
"dislodging an enemy protected by parapets or works, against which, under ordinary
"circumstances, it would be necessary to have recourse to the fire of mortars.

"At the Committee's request, the Superintendent of the Royal Laboratory has "furnished them with 30 double shells, weight filled "about 14½ pounds, carrying a bursting charge of "one pound of powder; the length of the shell is "13·2 inches.

	lbs.	ozs.	drs.
Weight, empty	13	7	0
Bursting charge.. ..	1	0	0
Wood Time fuze ..	0	1	11
Total ..	14	8	11

"These shells were fired at Shoeburyness on the "24th instant, with charges varying from two to four "ounces, at an elevation of 34°, and the results were so satisfactory that the Committee "lose no time in recommending that 1,000 double shells of this pattern be manufactured "at once, for service in Abyssinia, to be carried with the reserve ammunition for that "equipment.

"The Committee would also point out that, when occasion requires the 7-pounder gun "to be used as a mortar, the wheels should be taken off the carriage, and the gun and "carriage laid on the ground, the angle of elevation, viz., 34, being obtained by raising "the breast of the carriage by such means as may be availabe."

Otago saddle.

Otago saddles which had been recently sanctioned for general employment in Abyssinia were also adopted for the mountain train equipment, with the exception of those required for the guns and carriages, twenty-eight in number, for which special saddles were constructed.

Armourers.

Armstrong armourers were sent with the batteries, on account of the exceptional construction of the mountain guns and their carriages; both being of steel, the manipulation and repair could hardly be understood by ordinary artificers, as well as on account of the novelty of the sights and the fittings of the guns, and the peculiar construction of the ammunition boxes.

The following is a complete and descriptive list of the equipment of these batteries:—*

The 7-pounder Mountain Equipment prepared for Special Service in Abyssinia.

Guns.

General description.

Six guns per battery. Designed in the Royal Gun Factory. Manufactured within six weeks of the date of order, from steel blocks furnished at four days' notice by Messrs. Frith and Co., Sheffield.

	Cwt.	qr.	lbs.
Average weight	1	1	6
Preponderance	0	0	5

* For the manner in which this equipment was eventually used in Abyssinia *see* Chapter X., p. 362.

Total length	29 inches.
Length of bore	24 „
Length of rifling	22 „
Calibre	3 „
Number of grooves	3.
Rifling	Twist uniform, 1 in 20 calibres, or 60 inches. French system (angular grooves).

Sighting. The gun was sighted on one side only.

Breech Sight.—A plain rectangular steel bar, without deflecting arrangement, inclined at an angle of 3° to a vertical plane passing through the axis of the piece.

Fore Sight.—Steel, screwed in, having a hog-back leaf.*

Carriages.

Designed in the Royal Carriage Department.

General description. Steel bracket trail, with iron axletree and wooden bed.

Wheels of Indian wood, known as "Pedowk" (well seasoned, from having been in China). Ring tires.

		ft.	in.
Height to centre of gun		1	10¼
Track of wheels		2	2
Length — Carriage — with wheels		4	10
Length — Carriage — without wheels		4	0½
Length — Axle-tree		2	7¼
Angle of trail		21½°	
Weight — Carriage with check ropes		108 lbs.	
Weight — Elevating screw		6¾ „	
Weight — Wheels		78 „	
Total		192¾ „	

2 spare carriages
6 spare wheels } with the reserve.

Recoil. Recoil was very sharp, with 6 ozs. F. G. powder, but brought within reasonable limits by lashing the wheels. Ropes and toggles for the purpose were attached to the end of the trail.

Direct fire. Vertical fire. The carriage was designed for either direct or vertical fire; in the former case the tangent scale gave an elevation of 15°.

When used as a mortar, the elevating screw was to be removed; the gun was then to be laid direct on the object, and lowered on the bed to a fixed elevation of 34°, on which the range table was based. Coins and quadrants with the double shell equipment. Maximum depression obtainable, 20°.

* The sights were ordered to be removed and carried in the implement boxes when immediate action was not anticipated.
The necessary tools for replacing broken sights were in the miscellaneous store box.

When double shells were used for bombarding, it was proposed, in order to lighten the strain on the axle and wheels, to fight the gun on the ground. In a timber country, a few young trees cut down and lashed together would check the recoil. Double shells.

Ammunition Boxes.

These were prepared on the plan known as the "pyramid pattern," suggested by Captain D. Cameron, R.A., and recommended in Sir W. Mansfield's report of 31st March, 1867, for general adoption. General description.

The load consisted of five small boxes,—viz., four (containing five rounds each) fitting flatly and close to the animal's sides, and a fifth box with cartridges and fuzes, on the top of the saddle.

Two smaller boxes, containing fuze implements, &c., accompanied the gun on its saddle.

This method of packing offered the following advantages over the old system of carrying the ammunition and small stores in long oblong boxes :—

1st. It reduced the width of the load to a minimum.

2nd. In the case of the men having to carry the loads to take up a difficult position, it offered every facility, for no box was so large as not to be carried by a man in one hand, with ease and comfort to himself—no slight advantage on a precipitous mountain side.

The boxes were somewhat heavier than in the usual 6-pounder Armstrong Battery, the projectiles in the present equipment, and the protection required for studded shot, necessitating a stronger construction. They were of cedar (as a precaution against white ants), covered inside and out with waterproof canvas, the fibre laid against the grain and very strongly clamped, provided throughout with spring locks, one key opening any box in the battery.

Proportion of projectiles carried with the battery.

	Common Shell.	Shrapnel.	Case.	Total.
Each box contained	2	2	1	5
Each load „	8	8	4	20
Rounds, per gun	24	24	12	60
„ battery	144	144	72	360

Portable Forge.

One to each battery, of the service pattern introduced in 1855.

As steel carriages were for the first time taking the field, these forges were considered indispensable for executing ordinary repairs, irrespective of their use with the smiths.

N.B. It was presumed that arrangements would be made in India for farriers, as also for carrying supplies of shoes and charcoal, should it be intended to shoe the mules in Abyssinia. Farriers.

Miscellaneous Store Boxes.

One set per battery, of 2 boxes, containing all tools necessary for ordinary repairs, both to carriages and pack saddles, with a small quantity of material for trifling repairs; 6 spare washers, a set of transom bolts, a spare axle, 2 pipe boxes, and 2 hatchets, were also included in this load.

On the board were the following implements for clearing away obstructions, levelling ground, or felling small trees :— Implements for clearing ground.

2 pickaxes.	1 miner's shovel.
2 billhooks.	1 hand saw.

Ammunition. Projectiles.

1,000 rounds per gun (including reserves).

1,000 double shell.

Common shell. Common shell was to be used on all ordinary occasions. It was sent out filled and plugged.

Double shell. The double shell was intended as a substitute in vertical firing for the 12 lb. shells used with 4⅖″ mortars on the old system. They were packed empty in reserve boxes (four in each), weighing, with box, about 75 lbs., and were to be added to the battery or kept in reserve according to circumstances, and the nature of the service expected.* The bursting charge of these shells was 1 lb.

Shrapnel. Boxer's shrapnel filled and plugged to be restricted to 600 yards, up to which distance they were supposed to be very effective.

Case. Common case; good to 200 yards.

Fuzes. Boxer's wood time fuzes, 7-pounder.

5-inch mealed powder fuze for shrapnel.

10-inch for common shell.

15-inch for double shell.

Acting on percussion Charges. If any difficulty occurred in lighting, a small piece of quick-match was to be tied round the head of the fuze.

These fuzes acted percussively at short ranges, if fired direct against earthworks.

Service charge, 6 oz., F.G.

Charge for vertical fire, 3 oz., F.G.

A copper measure was placed in the implement boxes for reducing charges either for mortar practice or dropping shells behind parapets.

Mountain Artillery Pack-saddles.

For Gun.

The guns and carriages were carried on saddles designed in the Royal Carriage Department.

They were constructed of well-seasoned walnut-wood. Weight 48 lbs. 8 oz., stripped.

The length of the gun in the present instance (29 inches) admitted of its being carried across the mule without projecting, and, as the top weight was thus considerably reduced, and the load was the narrowest in the battery, this plan was adopted.

Side-arms. Two sponges, one shaft, and one bearer were on the gun saddle; also, two small boxes with shell and fuze implements.

For Carriage.

The carriage and its wheels rode easily on a single saddle.

Two steel arms (removable at will) were attached to the sides of the saddle to take the wheels, which were then secured by the linch pins and washers. No lashing was necessary beyond the wantie over-all.

* Two of these shells on bursting divided into 47 and 48 pieces respectively.

Six saddles carried each a light trace to be used for draught or as drag ropes, and every load in the battery had its tarpaulin, 6 ft. × 4 ft. Trains. Tarpaulin.

A small box of grease was attached to each carriage between the brackets. Grease.

26 Otago pattern pack-saddles per battery, carrying ammunition, forge, rockets, and miscellaneous store boxes. Otago pattern saddles.

This saddle was first brought to notice in 1864, by Assistant Commissary-General Bailey, C.B., and from the experience gained during 2½ years' hard service in New Zealand, and from subsequent trials at Aldershot, a pattern was sealed by the Ordnance Select Committee, 9th July, 1866, for general Commissariat purposes. Origin and adaptability.

Mr. Bailey's evidence, and that of other officers who had used it in the field, was conclusive as to its perfect adaptability to the requirements of the service, and it is worthy of note that no single instance of sore back is recorded amongst the 600 horses in use with the Commissariat in the New Zealand campaign.

5,000 of these saddles were to accompany the Abyssinian expedition, weight stripped, 25 to 27 lbs. One of the most important features in their construction consisted in their being to a certain extent rideable, stirrups being attached to the whole of them. General supply to the Abyssinian Force.

For the campaign about to open they seemed peculiarly well suited, it being more than probable that the tactics in Abyssinia would assimilate to those carried on at the close of the Indian Mutiny, when flying columns of European Infantry on camels pushed rapidly over large tracts of country, which it would have taken days to traverse on foot.

This advantage had not been overlooked in preparing the present mountain equipment, and means were taken to enable these batteries to take part in such operations by travelling the guns on their carriages where the ground was favourable.

Through the ingenuity of the Carriage Department, the guns had been made to travel in pairs, thus getting over altogether the difficult, which had hitherto existed of limbering up each carriage to a heavy pair of shafts, which in themselves were such an incumbrance to a mountain train when packed on mules, and so difficult to carry in the hills, that in some instances they had been left at the nearest depôt.* Increased mobility to mountain batteries. The shaft system.

It was clear that, on coming to a level country, and working the battery in draught, nine mules, exclusive of three required for the shafts, would become available for riding.

After exchanging the gun saddles for those of the Otago pattern on the ammunition mules, three of the mounted men were to take the shaft mules in hand or hook in tandem fashion, if the ground were heavy or difficult, the remaining six attending the column of ammunition mules. For emergencies, the addition of the requisite number of mules and saddles from the Commissariat would enable every man to ride and keep up with any body of troops during a march of 40 or 50 miles. Travelling and working in the plains as a field battery.

It is merely necessary to add, that the locking angle was about the same as in a field carriage, and that, although the ash shafts, prepared in two pieces, appeared quite strong enough for such light guns, they would be greatly strengthened by being bound with raw hide when ever the batteries fairly took the field.

It was further proposed to have three pairs of bamboo shafts prepared for each of the batteries in Bombay, to be carried, on service, by coolies, and used as bearers for passing the guns or other heavy portions of the equipment over difficult places. Bamboo shafts.

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* Arrangements of shafts:—

A screw bolt with eye passed through the breast of each carriage, forming a limbering loop. The trail of one carriage was then attached by means of a strong strap to the loop of the other.

Light jointed shafts, passing outside the wheels of the front carriage, were secured in the usual method to the axle-arms. The bearer, tightly lashed across the trail of the front carriage, kept the shafts rigid.

Stuffing pads. If the pads of the saddles were to get out of order, they might be filled from behind with dry grass, leaves, or straw, the hair stuffing being kept next the mule's back. No collar-maker proceeded from England.

Iron cradles. 25 iron cradles per battery for carrying guns and carriages on the Otago saddle were sent with the equipment.

They had been manufactured at the last moment at the suggestion of Assistant Commissary-General Bailey, C.B., as offering the following advantages over wooden saddles:—

1st. They possessed additional strength.

2nd. The load was reduced in weight by 10 or 12 lbs., and the top weight decreased by lowering the load on the animal's back.

3rd. They were more easily repaired.

4th. They appeared better adapted for a tropical climate than wooden saddles.

5th. As they could be fitted to any Store or Commissariat saddle in use with the force, no necessity existed for carrying spare pack-saddles with the mountain train, a few cradles sufficing.

Weight of the cradle, 14 lbs., with arms.

Rockets.

Rockets.

Carried in panniers on Otago saddles.

Proportion. 120 6-pounder Hale's war rockets with two rocket machines per battery.

1. They were fired with special friction tubes and lanyard, and the men were instructed to be careful in firing, as the machine was liable to tilt when working on very hard ground, or rock if violently jerked.

A box with lanyards and tubes was strapped to the saddle.

2. The friction tube was adjusted in any one of the escape holes in rear of the rocket, care being taken that the tube was placed well home before the lanyard was pulled.

In the event of the special tube rocket being insufficient or mislaid, the gun friction rockets could be adapted.*

Despatch of batteries. The majority of the officers, non-commissioned officers, and gunners required for these batteries were brought from Bombay direct to Abyssinia. The equipment of one of the batteries was despatched from England to Alexandria, in Her Majesty's ship "Serapis," on the 16th October, 1867, under the charge of Lieutenant Nolan, R.A., who was accompanied by Lieutenant Chapman and ten non-commissioned officers of the Royal Artillery detailed from England for service in the battery, who were directed, on arrival at Alexandria, to place themselves in communication with the Principal Transport Officer in Egypt. The other was despatched from the Thames to Alexandria on the 4th November.

Topographical staff. The authorities of the War Office suggested that the expedition should be accompanied by a Topographical Staff; but it was considered that provision could be made for this, as well as other branches of the Staff, at Bombay.

Photographers. At the suggestion of the Director of the Royal Engineer Establishment, one non-commissioned officer and six men of the Royal Engineers, trained photographers, were

* The alterations made in Abyssinia in the equipment of these batteries is fully detailed in Chapter X., page 362.

attached to the force, with the view of photographing sketches and plans made by Staff officers of the Expedition.* These were placed under the direction of Lieutenant St. John, R.E., the officer placed in charge of the stores of the Telegraph Department.† One hundred Norton's tube wells, for the purpose of boring and raising water, were sent out under the charge of a working party of fifty non-commissioned officers and men of the Royal Engineers, under the command of Lieutenant Le Mesurier, R.E. To these were also added fifty Bastier's chain-pumps, to raise water from wells already formed.‡ Ten men of the Royal Engineers, under Lieutenant Morgan, R.E., were also despatched as signallers for the force.‡ Complete arrangements for a telegraph train, to work over 450 miles, were made; and all the necessary appurtenances were placed under the charge of Lieutenant St. John, R.E., who was assisted by Lieutenant Puzey, R.E., and twenty-five men of the Royal Engineers, who were in Abyssinia supplemented by twelve European and Eurasian signallers from Bombay.‡

Norton's tube wells. Wellsinkers. Bastier's chain pumps. Signallers. Telegraph.

The number of men of the Royal Engineers who were about to be sent for duty in Abyssinia being in the aggregate greater than it appeared desirable to the Field-Marshal Commanding-in-Chief to place under the charge of a subaltern, His Royal Highness caused the several detachments to be re-organized and formed into the 10th Company of Royal Engineers, under the command of Brevet-Major Pritchard. The strength of this Company was 6 Serjeants, 7 Corporals, 12 Second Corporals, 56 Sappers, 2 Buglers.

Formation of the 10th Company Royal Engineers.

The following is a statement of clothing, sea kits, &c., in possession of each man of the 10th Company R.E., on embarkation:—

Clothing.

CLOTHING.

Tunic cloth	1
Jacket, or tartan frock	1
Cloth trousers, pairs	2
Boots, pairs	2
Great coat (new)	1
Serge frock (extra)	1
Serge trousers, pair (extra)	1
Indian helmet	1

Regimental necessaries complete, including two flannel shirts, see annexed statement.

SEA KIT.

Sea kit.

Duck frock	1
Duck trousers, pair	1
Neckhandkerchief	1
Worsted cap	1
Flannel cholera belts	2
Marine soap, lbs.	1½
Yellow soap, lb.	1
Tin pot	1
Scrubbing brush	1
Sea bag	1
Housewife	1
Water-bottle	1
Tobacco	Usual allowance.

Thus each man was in possession of—

* For full details of the Photograph arrangements, see Chapter XXXIV.
† For full details of the conduct of the water supply arrangements, see Chapter XXX.
‡ For full details of the conduct of the Telegraph Department, and Army Signallers, see Chapter XXII.

CLOTHING.

Tunic	1
Jacket, or tartan frock	1
Duck frock	1
Serge frock	1
Trousers, pairs	4
Boots, pairs	2
Great coat	1
Flannel belts	2

Regimental necessaries.

STATEMENT showing the Articles of Regimental Necessaries in possession of each Man of the 10th Company R.E., on Embarkation for Abyssinia.

Waterproof bag and stock	1
Shaving bag	1
Tin of blacking	1
Braces, pair	1
Brushes, brass	1
„ hair	1
„ shoe	3
„ clothes	1
„ shaving	1
Forage cap and strap	1
Plume case	1
Comb	1
Gloves, pair	1
Holdall	1
Knife, fork, and spoon	1
Pocket knife	1
Knapsack and straps	1
Box of brass paste	1
Razor and case	1
Cake of soap	1
Set of great coat straps	1
Flannel shirts	2
Worsted socks, pairs	3
Sponge	1
Stock	1
Mess tin and strap	1
Cover for mess tin	1
Towels	2

Arms and accoutrements.

RETURN of the Arms and Accoutrements, &c., taken by the 10th Company Royal Engineers.

ARMS.

Buglers.

Swords	2
Scabbards	2

Serjeants, and Rank and File.

Carbines, converted Lancaster	81
Rammers for ditto	81
Sword bayonets	81
Scabbards for ditto	81
Snap caps, with eyelets	81
Nipple wrenches, with cramps	18
Ditto, without ditto	63
Bugles	2
Strings for ditto	2
Handcuffs, pairs	2
Marking instruments, B., C., or D. sets	1

ACCOUTREMENTS.

Serjeants, and Rank and File.

Whistles and chains, Serjeants'	6
Pouches	81
Pouch belts	81
Waist „	81
Sliding frogs	81
Waist plates	81
Carbine slings	81
Cap pockets	81

Buglers.

Waist belts	2
Sliding frogs	2
Waist plates	2
Haversacks	83
Types, set of (no stamping irons)	1

Ammunition.

The regulated quantity of Snider rifle ammunition for the 10th Company was placed on board the "Mendoza," the vessel in which it embarked, viz., 5,000 ball cartridges.

Staff pay.

In Abyssinia the following staff pay was granted to these non-commissioned officers and men of the Royal Engineers of the 10th Company:—

Serjeants,	80	rupees	per mensem.
Corporals,	70	„	„
Second Corporals,	12	„	„
Sappers,	50	„	„
Buglers,	25	„	„

The duties devolving on the officer placed in command of the company were not to interfere with the special employment for which Lieutenants St. John and Le Mesurier had been selected.*

Scientific Officers.

A geographer, an archæologist, and a zoologist, were despatched from England to join the force, in order to make scientific enquiries in the hitherto unexplored districts of Abyssinia. The Commander-in-Chief was invited to afford these officers every assistance. Other scientific officers were also attached to the force from Bombay.†

* See Chapter XXII. † See Chapter XXXV.

Railway. The railway to be used by the Expedition was sent from Bombay.*

Water supply. Water-pipes, pumps, tube-wells, syphons, and condensing and distilling apparatus were sent from England, in compliance with demands made from Bombay and Abyssinia, full particulars of which will be found in the chapter relating to water supply.†

McGwire's hammocks. Two thousand McGwire's hammocks were sent out from England to Abyssinia, a few of which were afterwards found to be of some use for the conveyance of footsore and fatigued men on the line of march.‡

Grant's pontoon kettles. Twenty-four Grant's pontoon kettles were also sent, 24 inches long by 12 inches in diameter, of the same material and workmanship as those of the regulation pattern in the office of the Superintendent of Stores at Woolwich.

Maltese carts. Four hundred Maltese carts were sent at first from Woolwich, and were supplemented by 200 more at the beginning of 1868.§

Telegraph equipment. A complete field telegraph equipment, army signals, rockets, and a lime-light apparatus were sent from England, full particulars of which will be found in Chapter XXII.

Harness. Harness, traces, whips, and pack-saddles were also sent. Full particulars of these will be found in Chapters XXV. and XXVIII.

Photographic equipment. A photographic equipment was also sent. Particulars of this will be found in Chapter XXXIV.

Snider rifles. Snider rifles and ammunition for the European troops were also sent from Woolwich.

General stores. Warm clothing, waterproof sheets, leggings, waterproof covers, bell tents, hospital marquees, boots, socks, portable cooking ranges, portable ovens, portable filters, armourers' forges, armourers' tools, forges, farriers' tools, sheet-iron, iron ridging, cooking kettles, canteens, mess tins, spirit kegs, watering troughs, buildings, hand mills, sieves, axes, grindstones, water hose, signal rockets, charts of the Red Sea, shells, fuzes, Abyssinian vocabularies, medicines, surgical appliances, compressed forage, preserved potatoes, compressed vegetables, dessicated milk, yeast, hops, preserved meat, cocoa, salt beef, salt pork, rum, flour sacks, and meteorological instruments were also sent from England. The details of these stores, and dates of their despatch will be found in the general list of stores below.

Weight of packages. Instructions were given, on a suggestion from Bombay, that any stores sent from England, which were likely to be carried on pack animals in Abyssinia, should be packed in boxes of not more than 80 lbs. in weight.

Treasure. Arrangements for the supply of treasure to the force were made, and their details will be found in Chapter V.

All arrangements made in England were summarized and communicated periodically to the Government of Bombay and the Commander-in-Chief of the Expedition, in letters sent every week.

List of stores sent from England. The subjoined is a complete list of the stores despatched from England, and shows, in each case, the date of despatch, the port at which shipped, and the port to which consigned.

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* See Chapter XXXIII.
† Chapter XXX.
‡ See Chapter XXIX.
§ See Chapter XXV. and XXVIII.

RETURN OF STORES provided in England for the Abyssinian Expedition.

Description of Stores.	Quantities.	At what Port Shipped.	To what Port Consigned.	Name of Vessel.	Date of Sailing.
Blue serge banyans	4,000				
Flannel shirts	4,000				
Neck comforters	4,000				
Jersey shirts	4,000				1867
Worsted stockings .. pairs	4,000	Liverpool	Bombay	"England"	12th Sept.
Nightcaps	4,000				
Gloves .. .. .. pairs	4,000				
Great coats	500				
Boots .. .. .. pairs	12,000				
Boot laces, spare .. .. „	12,000				
Mittens .. .. .. „	4,000	London ..	Aden or Massowah	"Golden Fleece" ..	27th „
Blankets .. .. .. „	12,000	Liverpool ..	Bombay	"Queen"	14th „
Salt beef, Admiralty .. lbs.	70,000	„ ..	„	"City of Manchester" ..	18th „
„ pork „ .. „	35,000	„ ..	„	„ „ ..	„ „
„ beef, Powell and Sons' „	2,016	London ..	Aden or Massowah	"Golden Fleece" ..	27th „
„ pork „ „ „	954	„ ..	„ „	„ „ ..	„ „
Essence of beef .. ¼ pints	2,400	Liverpool .	Bombay	"City of Manchester" ..	18th „
Preserved potatoes .. lbs.	15,000	London ..	Aden or Massowah	"Mauritius"	27th „
Compressed vegetables	15,000	„ ..	„ „	1,400 lbs., "Mauritius" ..	„ „
		„ ..	Alexandria ..	13,616 lbs., "Corcyra" ..	12th Oct.
Desiccated milk .. .. doz.	50	„ ..	Aden or Massowah	Mauritius"	27th Sept.
		Liverpool	Bombay	63 tons, "England" ..	12th „
		„ ..	„	11½ „ "Queen" ..	14th „
Compressed forage .. tons	500	London ..	Aden or Massowah	150 „ "Golden Fleece"	27th „
				178 „ "Corcyra" ..	12th Oct.
		„ ..	Alexandria	97½ „ "Mendoza" ..	4th Nov.
Compressed forage .. tons	393	„ ..	„ ..	394 „ "Leith" ..	26th „
		Liverpool ..	Bombay	12,000, "Queen" ..	14th Sept.
Waterproof sheets	30,000	„ ..	„	7,000, "England" ..	12th „
		London ..	Aden or Massowah	11,000, "Mauritius" ..	27th „
Portable cooking ranges, Warren's pattern	40	„ ..	Alexandria	24, "Mendoza" ..	4th Nov.
				16, "Leith" ..	26th „
Kettles, pontoon, Grant's ..	26	„ ..	„ ..	"Leith"	„ „
Strausberg's lime light, &c. pckgs.	16	„ ..	„ ..	„	„ „
Apparatus, photographic ..	..	„ ..	„ ..	"Mendoza"	4th „
Cartridges, ball, Enfield rifle ..	1,400,000	„	„ ..	"Viatka"	18th Dec.
Perkin's portable ovens, 2 large, 1 small	3	Liverpool ..	Bombay ..	1 per "England" ..	12th Sept.
				1 per "Queen"	14th „
		London ..	Aden or Massowah	1 per "Golden Fleece"	27th „
Waterproof covers	2,100	Liverpool ..	Bombay	1,350, "England" ..	12th „
		London ..	Aden or Massowah	750, "Mauritius ..	27th „
Bell tents, double, with spare poles, &c.	323	Liverpool ..	Bombay	"Queen"	14th „
Bell tents, single, ditto	667	„	„	„	„ „
Hospital marquees	50	„	„	„	„ „
Yeast, malt .. .. lbs.	3,600	London ..	Aden or Massowah	"Queen of the South"	27th „
„ hops .. .. „	500	„ ..	„ „	„ „	„ „
Filters, portable	5,000	„ ..	Aden or Massowah	"Mauritius"	„ „
				100, "Golden Fleece" ..	„ „
Maltese carts	400	„	„ „	140, "Mauritius" ..	„ „
				160 "Queen of the South"	„ „
Grease for ditto .. .. lbs.	2,800	„	„ „	"Golden Fleece"	„ „
				340, "Corcyra"	12th Oct
Pack-saddles	5,000	„	Alexandria	3,440 "Mendoza" ..	4th Nov.
				1,173 "Leith"	25th „

Return of Stores—*continued.*

Description of Stores.	Quantities.	At what Port Shipped.	To what Port Consigned.	Name of Vessel.	Date of Sailing.
					1867.
Harness .. .. sets	1,206	,,	Aden or Massowah	203, "Golden Fleece" ..	27th Sept.
				198, "Mauritius" ..	,, ,,
				804, "Queen of the South"	,, ,,
Traces, short .. .. pairs	900	London ..	Aden or Massowah	102, "Golden Fleece" ..	,, ,,
				99, "Mauritius" ..	,, ,,
				402, "Queen of the South"	,, ,,
		,, ..	Alexandria ..	297, "Mendoza" ..	4th Nov.
				34, "Golden Fleece" ..	27th Sept.
Whips, driver's	400	,, ..	Aden or Massowah	33, "Mauritius" ..	,, ,,
				135, "Queen of the South"	,, ,,
		,, ..	Alexandria ..	198, "Mendoza" ..	4th Nov.
Rifles, Snider, Infantry	4,114	Liverpool ..	Bombay	2,000, "Queen" ..	
				2,114, "England" ..	14th Sept.
Carbines, Snider, Cavalry ..	200	,, ..	,, ..	"England"	12th ,,
,, ,, Artillery ..	800	,, ..	,, ..	"Queen"	14th ,,
Scabbards, snapcaps, wrenches, and small-arm materials for repair of arms ..	cases 44	,,	,,	21 cases, "Queen" ..	,, ,,
				23 ,, "England" ..	12th ,,
Cartridges, Snider, ball, service	rounds 2,500,000	Liverpool ..	Bombay	Half per "Queen" ..	14th Sept.
				,, "England" ..	12th ,,
Cartridges, Snider, ball, reserve	,, 2,420,000	London ..	Alexandria ..	"Mendoza"	4th Nov.
Cartridges, Snider, blank ,,	20,800	Liverpool ..	Bombay	Half per "Queen" ..	14th Sept.
				,, "England" ..	12th ,,
Forges, armourer's, Dodd's ..	6	,,	,, ..	"Queen"	14th ,,
Tools, armourer's, special .. cases	12	,,	,,	6, "Queen"	,, ,,
				6, "England"	12th ,,
Mountain Batteries, steel ..	2	Portsmouth	Alexandria ..	1, H.M.S. "Serapis"	16th Oct.
		London ..	,, ..	1, "Mendoza"	4th Nov.
Ammunition for ditto rounds	12,000	Portsmouth	,, ..	6,002, H.M.S "Serapis"	16th Oct.
		London ..	,, ..	5,998, "Mendoza" ..	4th Nov.
Rocket's, Hale's, 6-pounder ..	304				
Machines for ditto . ..	4				
Panniers ditto .. .. pairs	12	Portsmouth	,,	Half by H.M.S. "Serapis"	16th Oct.
Pack-saddles ditto	12	London		,, "Mendoza" ..	4th Nov.
Tubes, friction, copper	400				
Lanyards, friction tube	24				
Magnetic field instruments ..	4				
Copper wire, B.G., 85 standard .. miles	350				
Drums for winding	175				
Hooper's core, 20 diameter miles	50	London ..	Aden or Massowah	"Mendoza"	
Wire, iron, No. 8 gauge .. cwt	4				
Insulators, in cases of 200 each ..	2,000				
Relay instruments, recording .. cases	8				
Field instruments, recording cases	12				
"Marie Davy's" Elements, 12 in case ,,	12				
"Marie Davy's" Elements, 24 in case ,,	8	London ..	Alexandria ..	"Mendoza"	
Cases containing earth plate, &c. .. ,,	12				

Return of Stores—*continued.*

Description of Stores.		Quantities.	At what Port Shipped.	To what Port Consigned.	Name of Vessel.	Date of Sailing.
Cases containing repairing instruments	cases	4				
Insulators		2,000				
"Marie Davy's" Elements, 8 in a case	cases	8				
Galvanometers		2				
Morse paper for relay instruments	discs	500				
Morse paper for field instruments	"	500				
Lightning dischargers		4				
Protosulphate of mercury, in tins of 5 lbs.	lbs.	100				
Connecting screws		100				
Bottles of ink		72				
Blocks and tackles, iron	sets	3				
Billhooks		50				
Axes, American		10				
Handles, spare, for axes		20				
Borers, earth		6				
Scoops		12				
Hooks for fixing insulators		12				1867.
Whistles		56	London	Alexandria	"Mendoza"	4th Nov.
Clasp knives		25				
Turnscrews		6				
Despatch bags		12				
Two-wheeled barrows		12				
Connectors		100				
Tents, bivouac		6				
Tables for ditto		6				
Camp stools for ditto		12				
Water bags, indiarubber		6				
Lamps, globe		20				
Gloves	pairs	50				
Iron wire, galvanized, in coils of 135 lbs. each	miles	50				
Stationery and printed forms, cases		13				
Boat, indiarubber		1				
Compasses, pocket	pairs	6				
Field glasses	cases	4				
Clocks, portable		6				
Crowbars, iron		24				
Consol stands, complete		8				
Rockets, signal, ¼ lb.		500				
Army Signals	cases	20				
Charts of Red Sea, &c.		200	London	Bombay	By Post	18th Sept.
Normandy's condensing apparatus		1	London			
Adapters, fuze, for 12-pr. Armstrong guns for G Battery at Aden		702				
Bursters, common, filled, for ditto		702	Southmptn.	Aden	Peninsular and Oriental Steam Navigation Company	4th Oct.
Fuzes, concussion, for ditto		702				
Shells, common, for ditto		702				
Shot case, for ditto		283				
Leggings	pairs	4,000	London	Alexandria	"Mendoza"	4th Nov.

Return of Stores—*continued.*

Description of Stores,	Quantities.	At what Port Shipped.	To what Port Consigned.	Name of Vessel.	Date of Sailing.
					1867.
McDougall's powder .. tons	2	London	Alexandria ..	"Corcyra"	12th Oct.
Warburg's fever drops .. bottles	500				
Dislocation apparatus .. sets	30				
Apparatus for sinking Norton's American tube wells, sufficient for wells	50	,,	,, ..	"Mendoza"	4th Nov.
Driving apparatus for ditto, sets	10				
Pumps, chain, Bastier's patent, complete with spare articles, &c. .. .. sets	3				
Fuzes, time, E.	1,004	Southampton	Aden ..	Peninsular and Oriental Steam Navigation Company	27th Oct.
Hammocks, field, McGwire's ..	1,500	London ..	Alexandria ..	"Leith"	26th Nov.
Hammocks, field, McGwire's ..	500	,, ..	Alexandria ..	"Mendoza" ..	4th ,,
Rockets, 6-pr.	1,800	,, ..	,,	1,216 "Leith"	26th ,,
				584 "Viatka"	18th Dec.
Machines for ditto	12	,, ..	,,	8 "Mendoza" ..	4th Nov.
				4 "Leith" ..	26th ,,
Tubes, special friction	..	,, ..	,,	1,000 "Mendoza" ..	4th ,,
				1,200 "Leith" ..	26th ,,
Abyssinian vocabulary .. copies	200	,, ..	,, ..	"Mendoza"	4th ,,
Tube wells, Norton's, additional, complete .. sets	50	,, ..	,, ..	"Leith"	,, ,,
Caps for covering wells	20				
White lead, extra .. kegs	10				
Forge, portable	1				
Sledge hammer, 8 lbs.	1				
Hand ditto	1	,, ..	,, ..	"Mendoza"	,, ,,
Forge tongs .. .. pair	1				
Chisels, rod	2				
Vice	1				
Pack-saddles, McMahon's patent	5	,, ..	,, ..	"Viatka"	18th Dec.
Meats, preserved, Dewar's, for trial .. .. cask	1	Liverpool ..	,, ..	"Thessalia"	20th Jan.
Vegetables, compressed .. lbs.	30,000	London ..	,, ..	"Viatka"	18th Dec.
Tools, farrier's .. .. set	1	,, ..	,, ..	,, .. .	,, ,,
					1868.
Extract of Meat, Liebig's. lbs.	500	Liverpool ..	,, ..	"Thessalia"	20th Jan.
Warm clothing, &c., for 1,000 men, viz.:—					
Blankets	2,000				
Jerseys	2,400				
Comforters	2,400	Southmptn.	,,	Peninsular and Oriental Steam Navigation Company .. .	4th ,,
Shirts, flannel	2,000				
Stockings .. .. pairs	2,400				
Clothing for Army Hospital Corps on board the three hospital ships, as detailed in previous lists	..	Liverpool ..	,, ..	"Thessalia"	20th ,,
Forage caps, 45th Regiment ..	500	,,	,, ..	"Thessalia"	,, ,,
Cocoa .. .. .. lbs.	34,000	London ..	,,	"Strelna" .. .	25th ,,

Return of Stores—*continued.*

Description of Stores.	Quantities.	At what Port Shipped.	To what Port Consigned.	Name of Vessel.	Date of Sailing.
					1868.
Pipes, water, 4-inch, with a proper proportion of bends .. .. .. miles	19	Liverpool ..	Alexandria ..	$2\frac{1}{2}$ "Orontes" ..	10th Jan.
		,,	,, ..	$4\frac{1}{2}$ "Thessalia" ..	20th ,,
		Glasgow ..	,, ..	$4\frac{5}{8}$ "Grecian"	27th ,,
		Liverpool ..	,, ..	4 "Memphis"	1st Feb.
		,,	,, ..	$\frac{3}{4}$ "Thebes"	8th ,,
Connexions, screw cocks, and general stores for the pipes, as detailed in previous lists ..	..	Glasgow ..	,, ..	$2\frac{3}{5}$ "Trojan"	...
		London ..	,,	Peninsular and Oriental Steam Navigation Company	4th Feb.
Pump, chain, Bastier's patent, 6-inch, 35 feet depth	1	,, ..	,, ..	"Mendoza"	27th ,,
Bottoms for hospital marquees ..	50	Liverpool ..	,, ..	"Thessalia"	20th Jan.
Blankets	15,000	London ..	,, ..	"Ashford"	8th Feb.
		,, ..	,, ..	$128\frac{1}{2}$ "Ashford" ..	,, ,,
Biscuit .. .. .. tons	225	,, ..	,, ..	$85\frac{5}{7}$ "Mendoza" ..	27th ,,
		,, ..	Annesley Bay ..	$10\frac{4}{7}$ "Columbine" ..	25th ,,
		,, ..	Alexandria ..	10,202 "Ashford" ..	8th ,,
Boots, ammunition .. pairs	15,000	,, ..	Annesley Bay ..	4,798 "Columbine" ..	25th ,,
Socks, worsted .. .. ,,	15,000				
Beef, salt .. .. lbs.	50,000	,,	Alexandria ..	"Ashford"	8th ,,
Pork ,, ... ,,	50,000				
		,, ..	Alexandria ..	1,976 "Ashford" ..	,, ,,
Rum in wood casks .. gals.	30,000	,, ..	,, ..	18,174 "Mendoza" ..	27th ,,
		,, ..	Annesley Bay ..	9,750 "Columbine" ..	25th ,,
		,, ..	Alexandria ..	200 "Mendoza" ..	27th ,,
		,,	Annesley Bay ..	150 "Columbine" ..	25th ,,
Forage compressed .. tons	1,000	,, ..	Alexandria ..	211 "Viatka"	11th Mar.
		,, ..	Annesley Bay ..	30 "Vine"	15th ,,
		,, ..	Alexandria ..	312 "Lena"	27th ,,
		,, ..	,, ..	97 "Livonia"	14th April
Boots for native followers . pairs	12,000	,,	Annesley Bay ..	"Columbine"	25th Feb.
Hand pumps, portable, on tripod stand, with spare hose ..	30			24 "Mendoza"	27th ,,
Force pumps, portable, on wheelbarrow frames, with spare hose	10	,, ..	Alexandria	6 "Ashford" ..	8th ,,
				4 "Mendoza"	27th ,,
Iron, sheet, corrugated, galvanized, with rivets, washers, and nails .. .. sheets	5,000				
Tools for punching and fixing sheets .. sets	12	,, ..	,, ..	"Mendoza"	,, ,,
Ridging iron, complete, with nails, &c. .. feet	3,000				
		,, ..	,, ..	450 "Ashford"	8th ,,
Coverings, waterproof, large size.	1,000	,, ..	,, ..	250 "Mendoza"	27th ,,
		,, ..	Annesley Bay ..	300 "Columbine.. ..	25th ,,
Kettles, Torrens', for cooking ..	1,000				
Canteens, Infantry	7,000				
,, Cavalry	400	,, ..	Alexandria ..	"Ashford"	8th ,,
Mess Tins, Artillery Drivers' ..	400				
Condensers, Normandy's, to condense 4,000 gallons per diem each	3				
Tools, stoking, &c., for ditto set	1	,, ..	Annesley Bay ..	"Columbine"	25th ,,

Return of Stores—*continued.*

Description of Stores.	Quantities.	At what Port Shipped.	To what Port Consigned.	Name of Vessel.	Date of Sailing.
Pipe, iron, 3 inch .. yards	1,200				
„ „ 2½ inch .. „	20				1868.
Bends for ditto	3	London ..	Annesley Bay ..	"Columbine"	25th Feb.
Pipe, iron, 4-inch .. yards	10				
Bends for ditto	3				
Kegs, spirit, 6½ galls.	1,000	„ ..	Alexandria ..	500 "Mendoza" ..	27th „
		„ ..	„ ..	500 "Viatka"	11th Mar.
Machines, ice-making, Keith's ..	3				
Powder, freezing .. cwt.	43				
Wheels, spare, for 7-pounder mountain guns, per battery pairs	12				
Shafts ditto, ditto	6	„ ..	„ ..	"Mendoza"	27th Feb.
Augurs ½-inch	150				
Adzes, with handles	20				
Syphons, water, iron, with taps..	30				
Troughs, watering, galvanized iron, in length of 6 feet, with tressels .. .. ft.	1,000	„ ..	„ ..	180 "Mendoza"	„ „
		„ ..	„ ..	300 "Viatka"	11th Mar.
		„ ..	„ ..	522 "Lena"	27th „
The troughs were fitted at ends for joining, and provided with waste plugs					
Buildings for Officers' quarters, in blocks of four .. .. .. blocks	10	„ ..	Annesley Bay ..	"Vine"	15th „
Pumps, Bastier's, 2½-inch ..	6	„ ..	Alexandria ..	"Lena"	27th „
Standards, telegraph, iron, tubular, intermediate, Siemen's patent	342				
Standards, telegraph, stretching..	58				
Bolts, spare, for buckled plates of intermediate posts	137				
„ „ for stretching posts	24				
Insulators, single, Siemen's patent, for iron intermediate posts..	376				
Ditto, ditto, for stretching posts..	64				
Tools for erection of the line, as follows, viz.:—					
Tools for marking out line .. set	1	„	„ ..	"Mendoza"	„ „
„ erection of iron posts „	1				
„ fixing insulators to iron posts „	1				
„ paying out the wire „	1				
„ joining and soldering wire ends „	1				
„ stretching the wire „	1				

Return of Stores—*continued.*

Description of Stores.	Quantities.	At what Port Shipped.	To what Port Consigned.	Name of Vessel.	Date of Sailing.
Ladders, wood, with iron shoes, 15 ft. long	3				
Wire, iron, No. 5 .. miles	20				
Additional pipes and general Stores for the Water Supply, as follow, viz.:—					
Forges, portable	10				
Tongs .. pairs	30				
Chisels, cutting	20				
Hammers, hand	10				
„ sledge	10				
Valves, scouring, with joint rings	12				
Bolts	112				
Screw cocks, 2-inch	8				1868.
„ „ 5 „	2				
Joint rings	16	London ..	Alexandria ..	"Mendoza"	27th Feb.
Bends, with brass outlets and caps	7				
Keys, tee	12				
„ brass	3				
Tools, smiths' .. sets	10				
Bend for brass outlet	1				
Hose, canvas lengths	12				
Pipes, branch, copper	8				
Jets	8				
Wrenches	16				
Pipes, branch	22				
Anvils	10				
Wire gauze .. yards	12				
Hemp, dry .. lbs.	84				
Oil, linseed, boiled .. gals.	10				
Forges, portable	10	„ ..	„ ..	"Lena"	27th Mar.
Carts, Maltese	200	„ ..	„	39 "Mendoza"	27th Feb.
				161 "Viatka"	11th Mar.
Harness for ditto .. sets	600	„ ..	„	120 "Mendoza" ..	27th Feb.
				480 "Viatka"	11th Mar.
Shells, Shrapnel, for 7-pr. mountain train guns	2,000	.. ..	.. ..	.. .. ..	..
Mills, hand, portable, capable of turning out 10,000 lbs. of flour in 24 hours	20				
Sieves for use with ditto	60	London ..	Alexandria	Half by "Viatka" ..	11th Mar.
Sacks, flour	60			„ "Lena" ..	27th „
Brushes for ditto	40				
Forage, compressed .. tons	3,000	„ ..	„ ..	209 "Livonia"	14th April
Hay	2,000	.. ..	.. ..	.. .. ..	..
Shirts, flannel	500	Southmptn.	Aden ..	Peninsular and Oriental Steam Navigation Company	7th Mar.
Socks .. pairs	1,500				
Pumps, Bastier's, 2½-inch	2	London ..	Alexandria	"Lena"	27th Mar.
„ Force, for raising water from wells 40 to 60 ft. in depth	4	.. ..	.. ..	.. .. ..	..
Tee pieces of 4-in. iron piping	6	.. ..	.. ..	.. .. ..	..
Stand-pipes 1½ in. × 6 ft., complete	12	.. ..	.. ..	.. .. ..	..

Return of Stores—*continued.*

Description of Stores.	Quantities.	At what Port Shipped.	To what Port Consigned.	Name of Vessel.	Date of Sailing.
					1868.
Axes, felling, American	500	London ..	Alexandria ..	200 "Lena"	27th Mar.
Taps and dies, 1 in. to 2 in. sets	6	.. .	.. ..	.. .. ..	..
Grindstones, Ransome's patent, 1 foot diameter	12	London ..	Alexandria ..	"Lena"	27th Mar.
Hose, water, London Brigade size .. .. mile	1				
Collodion, Mawson's .. qts.	10				
„ Thomas's .. „	10				
Paper, albumenized .. quires	10	„ ..	„ .	"Viatka"	11th „
Varnish, Newman's amber, diamond, negative pints	6				
Soda, bicarbonate of .. lb.	1				
Meteorological instruments for the use of Scientific Officers:—					
Barometers, mountain standard	2				
Tubes, empty, spare ..	4				
„ filled „ ..	4				
Stands for Barometers ..	2				
Barometers, Aneroid, reading to 23 ins.	1	Southmptn.	Aden ..	Peninsular and Oriental Steam Navigation Company	1867. 12th Dec.
Thermometer, patent, maximum, for solar radiation..	2				
Thermometer, patent, minimum, for terrestrial radiation	2				
Hydrometer, Regnault's, with aspirator jar, complete ..	1				
Engines, locomotive, tank, adapted for salt water, with donkey engine complete	2	.. ..	.. ..	.. .. ..	..

Stores sent to Bombay.

The stores sent to Bombay were despatched in the vessels which were chartered in England, as shown in Chapter VII., and sent to Bombay to act as troop transports, as well as in the hospital ships, which were sent direct to Annesley Bay. Those destined for overland conveyance through Egypt were consigned to Alexandria in vessels chartered for that purpose, as also shown in Chapter VII., in the vessels which conduct the ordinary overland troop traffic, and in the mail steamers of the Peninsular and Oriental Company.

Hospital ships.

The vessels "Golden Fleece," "Mauritius," and "Queen of the South," were taken up as hospital ships. The details of their tonnage, capability of accommodation, and dates of sailing, will be found in Chapter VII.*

Deputy Inspector-General H. H. Massy, of the Army Medical Department, was instructed to superintend the fitting up of these ships, and the Surgeon selected to take charge of each ship was present during its preparation for sea.

Bedding.

Bedding and every appliance was provided for the number of patients the

* Reports on the Hospital Ships and on all Medical arrangements will be found in Chapter XXXI.

ships could accommodate. Each vessel was fitted for 200 sick, in addition to their attendants. The diet scale, with extras as in use in military hospitals, was adopted in these ships. The vessels were equipped by the Army Medical Department with all the necessary medical supplies, including the reserve stock necessary to meet all requirements for a period of six months.

Three of Keith's ice-making machines were proposed to be sent to Aden, to meet the hospital ships; but as the accommodation for keeping ice was reported as from 25 to 37 tons in each hospital ship, the ice-making machines were not sent from England at first, but were afterwards despatched on the 27th February, 1868. Ice machines.

THE following is the List of Stores shipped on board each of the three hospital ships, "Golden Fleece," "Mauritius," and "Queen of the South." Stores on hospital ships.

Axes:		Bedding:		Brushes:	
Broad, 5 lb., handled	1	Cases for pillows, large	200	Hand, sweeping or dust	25
2 lb., handled, Canada pattern	3	Cases for pillows, small	60	Shaving	10
Baths:		Case, slip for H.P. hair bed (barrack)	300	Shoe, sets, 1 blacking or soft..	10
Slipper, tin	4	Case, slip, for H.P. pillows (large), and feather	400	„ „ 1 shining or polish ..	10
Open, portable, ditto	4	Cases, slip, for H.P. pillows, small ..	150	Whitewash, 6 oz. ..	6
Foot, half-decked, ditto	8	Cords for bed pulls ..	100	Clamps, dry rubbing	40
Hip, tin	2	Handles for bed pulls	100	Blocks, wood for ditto	10
Arm, ditto	4	Blankets, barrack ..	500	Irons for ditto ..	10
Brunel's	2	Sheets, cotton ..	1,500	Handles for ditto ..	10
Baskets:		Counterpanes, surgical, check, or rugs (barrack)	300	Bier Palls, black velvet	1
Hand, large	3	Bedcovers, waterproof, small	250	Bowls, shaving, wooden	20
„ small .. .	3	Hair for beds, lbs. ..	300	Belts and gloves for restraining lunatics ..	2
Bottle, 1 dozen ..	4	Boxes:		Bearers, Hospital, consisting of:	
„ ½ „ ..	6	Salt, wainscot ..	2	Bottoms or sackings, canvas	6
„ ward	2	Coal, 4-bushel, iron	4	Pillows, hair	6
Basins:		Pepper, pewter, ½ lb.	2	Poles, pairs	6
Wash-hand, block tin	40	Brush, with tray ..	4	Slings, leather, pairs..	6
Pewter, for sores, 9-in.	100	Black lead, sets, 1 round	6	Boards for bedhead ticket	200
Wash-hand, zinc, 9-in.		„ „ 1 stove	6	Boards for diet scale ..	12
Enamelled, blue, pint	250	Brushes:—		Boards:	
Bedding:		Flesh	2	Inventory	20
Beds, hair, barrack ..	50	Hand, scrubbing ..	50	Knife	6
(In addition to the supply of hammocks, beds, and pillows put on board by the Admiralty.)		Hair	150	Pastry	2
Pillows, hair, large ..	50	Heads, long, sweeping	30	Blacking, tins of ..	36
„ „ small ..	60	Handles for ditto ..	30	Boilers or kettles, cast-iron, with brass taps, 4 gallons	8
Paillasse, for straw, or bed cases for hair or straw (barrack) ..	200				

List of Stores—*continued.*

Chairs, night, with Fyfe's patent pail and pan, complete	5
Camp stools	25
Cans:	
Beer, 2 gallons ..	20
Milk or gruel, 3 gallons, with lids ..	6
Water or soup, 3 gallons.	30
Oil feeders, 2 pints } „ 2 quarts }	4
Clothing:	
Caps, night, white cotton	100
„ day, blue, woollen	300
Drawers, cotton ..	200
„ flannel ..	350
Gowns, blue serge ..	200
„ cotton ..	250
Handkerchiefs, pocket, cotton	600
Neckerchiefs ..	450
Shirts, white cotton	1,200
„ for tropics ..	800
Socks, pairs, worsted	500
„ „ cotton.	600
Slippers, H.P., brown leather, pairs ..	300
Slippers, list, with leather soles, pairs	50
Trowsers, lined, blue serge ..	200
„ cotton ..	250
Waistcoat, blue serge	200
„ cotton ..	250
Braces, cotton ..	250
Cholera belts, white flannel	1,000
Cooks' clothing suits, medium	12
Ditto ditto, small ..	12
Candlesticks, brass, flat	6
Choppers, meat ..	2
Corkscrews, folding ..	12
Colander, 1 gallon, tin ..	3
Combs:	
Hair, horn, 8-in. ..	200
Small-tooth, 3½-in ..	100
Castors, pepper, pewter	12
Cleavers	2
Cups or pots, zinc, spitting	150
Cups, eggs, pewter ..	20
Chiselt, ripping ..	2
Chests, tool	1
Dishes:	
Soap, round, metal or wood	50
Meat, tin, 18-in ..	20
„ „ 13½-in. ..	20
Bread baking tins ..	50
Dredgers, flour, tin ..	2
Forks:	
Carving, large ..	2
„ small ..	6
Dinner	200
Flesh, large	2
„ small	2
Toasting	2
Filter, stoneware, water, in wicker	6
Funnels, tin:	
Quart	1
Pint	2
½ pint	1
Gill	1
Feeders for sick men, earthenware	30
Games:	
Chess boards ..	4
„ sets of men ..	4
„ boxes for ..	4
Draught boards ..	6
„ sets of men	6
„ boxes for ..	6
Backgammon boards	6
„ sets of men	6
„ boxes for ..	6
„ cubes ..	24
„ boxes, dice	12
Dominoes, sets of ..	12
„ boxes for	12
Solitaire boards ..	6
„ balls, sets of	6
„ boxes for ..	6
Glasses, looking ..	24
Graters, bread, tin ..	2
Gridirons, fluted, H.P., patent, enamelled .	2
Hasps and staples ..	6
Hammers, claws, 20 oz.	2
Hooks, meat:	
Gamble	3
Swivel	4
Round, 8½-in. ..	4
Flat, 5 in.	4
Infusers, Tea, 2 gallons	20
Inhalers, pewter ..	6
„ tubes for ..	6
Kettles:	
Fish	2
Cooking, nests of (8 in a nest)	1
Tea, tin, of sizes ..	6
Knives:	
Carving, large ..	2
„ small ..	6
Dinner	200
Bread	4
Butcher's, 10-inch ..	2
For opening meat tins	12
Ladles:	
1 quart, tin	4
1 pint, ditto	4
Lanterns, tale or horn ..	3
Lamps, hand, agitable ..	12
Locks, pad, iron:	
Middle size	6
Small ditto	6
Measures:	
Glass, graduated, 4 oz.	20
Wine, ½ pint, pewter	2
„ gill, ditto ..	4
„ Half gill, ditto	4
Porter, 1 quart, ditto	2
„ 1 pint ..	100
Milk, 1 quart, or dippers, tin ..	2
„ 1 pint, ditto ..	4
„ ½ pint, ditto ..	2
Oil, ½ gallon, ditto ..	1
„ quart, ditto ..	1
„ 1 pint, ditto ..	1
„ ½ pint, ditto ..	1
„ 1 gill, ditto ..	1
„ ½ gill, ditto ..	1
Mills for hydrostatic percolater	1
Mills, coffee	1
Mugs for medicines, tin, ¼ pints	20
Mugs, drinking, 1 pint, tin	250
Mallets, small, for driving	1
Mat, door, coir fibre, 3′ × 2′	20
Mop heads, with nails	50
Handles for ditto ..	12

List of Stores—*continued.*

Napkins, ophthalmia ..	250
Nets	
Potato, large ..	25
„ middling ..	20
„ small ..	20
Pans:	
Bed, zinc or pewter ..	40
For Fyfe's patent pail, earthenware ..	20
Stew, with covers, 1 quart	2
„ „ 2 „	6
„ „ 1 gall.	6
„ „ 2 „	6
Frying	2
Pots:	
Chamber, zinc, round	150
Coffee, small, tin ..	6
Mustard, pewter ..	6
Tea, tin, 2 sizes .	20
Pails, slop, with covers	10
Pins, rolling	2
Plates:	
Pewter	150
Tin	100
Porringers:	
Blood, large, pewter..	4
„ small, ditto ..	4
Razors, with guards, Plantagenet pattern ..	12
Razors	12
Rollers for round towels	24
Brackets, iron, for ditto, pairs	24
Saucepans, tin, of sizes, 1 quart, 3 quarts, 6 quarts	24
Spoons:	
Table, German silver	200
Tea, ditto	20
Mustard, ivory ..	12
Gravy, iron, tinned ..	4
Medicine, pewter ..	100
Salt cellars, wood ..	12
Saws:	
Meat, 14 in., tenon, iron back	4
Butcher's, 19 in., ditto, ditto	4
Hand	4
Scissors, hair cutting, 7-inch	20
Shapes:	
Pudding, quart, tin..	200
„ pint, ditto	100
Shovels:	
Dust, tin	25
Universal pattern, helved	2
Scoops:	
Hand, quart, tin ..	2
„ pint, ditto ..	4
„ ½ pint, ditto	2
Skewers, with chains	20
„ iron, on hangers (12 to a set), sets ..	12
Slates, large	4
Slices, fish, tin	2
Sponges, bath	24
Steamers, potato, large, for two-gallon sauce-pan	1
Strainers:	
Hair	2
Gravy, wire	2
Stools, close, with Fyfe's pail and pan, complete	26
Strops, razor	4
Steels:	
Butcher . ..	2
Common, for sharpening knives	4
Scissors, lamp	6
Towels:	
Hand	1,000
Round	100
Trays:	
Wooden, dinner, Royal Marine pattern ..	20
Bed, wood, for bedridden patients ..	5
Dressing, surgical, tin, japanned	4
Tin dinner (hot water)	6
Tubs:	
18 gallon	2
12 „	2
8 „	3
4 „	6
Traps, rat	6
Urinals, pewter.. ..	50
Weighing machines:—	
For flour, ¼ oz. to 14 lbs., with weights complete	2
Weighing machines:	
For groceries, ¼ oz. to 7 lbs. ditto, ditto ..	1
For articles in bulk, 7 lbs., to 500 lbs., ditto, ditto.. ..	1
For meat, ½ oz. to 14 lbs., with enamelled slab or pan, ditto, ditto..	2
Washing machine ..	1
Warmers:	
Foot, pewter.. ..	20
Stomach, ditto ..	20
Mangle	1
Bakery:	
Dough kneading machines ..	1
„ knives ..	2
„ brushes ..	2
„ scrapers ..	2
„ baskets, lined with tin ..	2
Steves, wire	2
„ hair	2
Strainers, tin.. ..	2
Rasps	2
Peels	2
Mosquito net, pieces ..	6
Screw-driver, handled ..	6
Shot for burying dead (Also a supply of used bammocks).	300
Sticks, walking, strong..	50
Wire meat covers:	
Large..	4
Small..	4
Washing boards ..	8
„ brushes ..	12
Clothes pegs	1,000
„ lines, yards ..	500
„ baskets ..	3
„ bags (bags for bedding) ..	12
Flannel, yards	100
Arm chairs	10
Refrigerators	1
Buttons:	
Bone, gross	3
Linen, ditto	3
Metal, ditto	3
Thread:	
Packing, large lbs.	2
„ middling „	2
„ small „	

List of Stores—*continued.*

Thread:			No. 7 size	.. ..	1	Hammers, No.	1
Whited brown	„	3	„ 8 „	.. ..	1	Aprons, ditto	1
White ..	„	1	„ 9 „	.. ..	1	Sole leather, lbs. ..	112
Blue	„	2	„10 „	.. ..	1	Inner ditto, ditto ..	28
Worsted for socks	„	10	„11 „	.. ..	1	Calf, upper, brown, lbs.	14
Cotton, darning..	„	3	Awls:			Brads, size ½″ and ¾″, lbs.	2 of each
Needles:			Swing	.. ..	12		
Darning, gross ..		½	Pegging	.. ..	4	Bristles, ozs.	4
Packing, gross ..		½	Handles, pegging	..	16	Hemp, balls	40
6's and 7's, ditto ..		½	Knives	..	3	Flax, ditto	6
Tape:			Rub stones ..	..	2	Pegs, lbs.	2
Broad, pieces, 12 yds. each		10	Pump irons ..	..	1	Glass paper, sheets ..	12
Middling		10	Rasps	..	1	Wax, balls	25
Twine, sail, lbs. ..		10	Nippers.. ..	..	1	Old blankets for fomentations	100
Thimbles, men's ..		10	Irons:			Old linen sheets for medical purposes ..	80
Shoemakers' lasts, straight, pairs:			Forepart ..	..	1		
No. 6 size		1	Glazing ..	..	1		
			Lasting tacks, gross	..	1		

Books.

About 80 volumes, general literature, were supplied to each vessel, to form a library, in addition to 250 Bibles and 250 Prayer Books and a Pocket Communion Service; a supply of stationery and printed forms.

Medical comforts in each hospital ship.

The following is the List of Medical Comforts and other articles placed on board each hospital ship, for the use of the sick.

Article.	Quantity.
Port wine	250 dozen.
Sherry	100 „
Champagne	10 „ pints.
Gin, "Old Tom"	5 „
Whiskey	5 „
Brandy	25 „
Stout	500 „ imperial pints.
Ale	500 „ „ „
Milk, condensed	3,000 1 lb. tins.
Butter	240 lbs.
Coffee, roasted	120 „
Tapioca	50 „
Sugar, crushed..	2,000 „
Salt, table	720 „
Baking powder, Borwick's ..	50 patent boxes, 1*s.* size.
Gelatine	25 lbs.
Isinglass	25 „
Jelly, calves' foot	20 dozen pints.
Soap, soft	5 cwt.
Soda, washing	2 „
Pearl ash	2 „
Soap, marine	10 „
Pearl barley	1,120 lbs.

List of Medical Comforts—*continued*

Article.	Quantity.
Preserved fowls	500 lbs.
„ potatoes	10 cwt.
Soda water	100 dozen.
Carbolic acid	200 pints.
Condy's fluid	200 „
Lime, slacked	6 cwt.
Blacking	36 tins.
Claret	12 dozen.
Crystallized carbolic acid ..	50 lbs.
Dessicated milk	100 gallons
Preserved mutton	2,000 lbs.
„ beef	2,000 „
Essence of beef	5,000 ¼ lb. tins.
„ mutton	4,000 „ „
Soup and bouilli	1,000 lbs.
Tea	6 half chests.
Rice	10 cwt.
Arrowroot	10 „
Mustard	1 „
Pepper, ground	50 lbs.
Sago	1 cwt.
Vinegar	18 gallons.
Soap, yellow	1 ton.
Candles, sperm	100 lbs.
Oatmeal	1 cwt.
Malt	112 lbs.
Hops	14 „
Flour, best quality	5 tons.
Lime juice	200 gallons.

The Medical and Purveying Establishments in each hospital ship were as follows :—

Medical establishment.

MEDICAL DEPARTMENT.

Officers.

A Staff Surgeon and a Staff Assistant Surgeon.

Army Hospital Corps (Medical Branch).

1 Colour Serjeant, 1 Lance Serjeant, and 14 Privates.

Purveying establishment

PURVEYOR'S DEPARTMENT.

Officer.

1 Assistant Purveyor, with the rank of Subaltern.

Army Hospital Corps (Purveyor's Branch).

1 Serjeant-Major, 1 Serjeant, 1 Lance Serjeant, 2 Second Corporals, and 7 Privates

Instructions to Purveyors.

The instructions to the senior officer of the Purveying Department on each ship were sent by the Purveyor-in-Chief, who forwarded for his information and guidance, lists of hospital equipment, furniture, bedding and clothing, provisions, medical comforts, &c., ordered to be placed on board for the use of the sick, and informed him that a staff of Army Hospital Corps, belonging to both branches of the corps (including a cook, butcher, baker, and tailor), had been detailed for duty on board the vessel, in order that he might be enabled to diet the European sick in accordance with the ordinary scale in use in military hospitals at home and abroad.

Every exertion was to be made to provide fresh bread daily for the patients, and to enable the Purveyor to do this, all the necessary materials for making bread were put on board.

The Purveyor was to apply, through the Senior Surgeon, to the military authorities at the port where the vessel might be stationed, for the necessary daily supply of fresh meat for hospital use, or for authority to purchase, as well as for funds to enable him to make such purchases, to pay the Army Hospital Corps, and to meet other incidental expenses necessarily incurred in the service of the hospital.

In all matters connected with the equipment of the hospital or the dietary of the sick, he was to act under the directions of the senior surgeon, who was to furnish him with written vouchers for issues made by his authority to enable the Purveyor to support the expenditure in his accounts.

The stores supplied by the Admiralty, and placed in charge of the captain of the vessel for the use of the sick at the instance of the War Office, were to be demanded by the Purveyor as required for hospital purposes; to enable the captain to vouch his expenditure account rendered to the Admiralty, the Purveyor was to furnish him with a receipt for the supplies received.

Unless otherwise directed by the local authorities, he was to prepare the hospital accounts on the forms in use in military hospitals at home.

Should further supplies of equipment, provisions, or medical comforts be required, he was to forward, through the senior surgeon, a requisition for the same to the local military authorities, who were to determine whether the supplies were to be provided locally or demanded from England.

Arrangements in Egypt.

The following arrangements were made in Egypt for the transport of stores overland:—

Suez.

On the 2nd September, 1867, a letter was addressed by the Military Secretary at the India Office to Captain Willoughby, R.N., the Principal Transport Officer in Egypt, acquainting him that, between the middle of September and the middle of November, considerable quantities of stores would arrive at Alexandria, consigned to him, to be forwarded to Suez for shipment at that port, under the instructions of the Bombay Government, for service in Abyssinia. Captain Willoughby was requested to make the necessary preparations for the reception of these stores, and for their being forwarded with as little delay as possible to Suez.

Stores.

Captain Johnson, at Alexandria, the agent in Eyypt for the Secretary of State for India in Council, was instructed to afford every possible assistance in furtherance of this object, and also for the landing of such mules as might be sent through Egypt.*

Mules.

These arrangements were duly carried out, and store-rooms secured at Alexandria and Suez. To distinguish the different classes of stores, the Commissariat stores were marked in red paint; the military stores in black.

* For further particulars regarding arrangements made in Egypt, see Chapter XXV.

Proposals were made to make use of the Suez Canal for the transport of stores across Egypt, but were rejected by the Secretary of State for India, because the Principal Transport Officer in Egypt stated that the detention would be great, as the Company would not guarantee sending stores through from Port Said under 10 days, and as the season advanced the rise in insurance premium became very considerable. Suez Canal.

The Peninsular and Oriental Steam Navigation Company's Directors had placed the "Precursor hulk" at the disposal of the Transport Officer in Egypt; this formed an excellent depôt in Suez Roads; and a store in the town of Suez, at 10*l.* per month, was also hired. Store-rooms at Suez.

CHAPTER V.

SUPPLY OF TREASURE, AND FINANCIAL ARRANGEMENTS.

Advance of money to Bombay Government.

As soon as the Expedition was determined upon, the Governor-General of India telegraphed to the Secretary of State for India (10th August, 1867), asking "if any, and "what, proportion of instalment of money was to be advanced by the Government of India "for the expenditure on account of the Abyssinian Expedition? He stated that money "would probably be required at Aden, and that it was understood that crowns and dollars "were current in Abyssinia. In India there were no crowns, and dollars, which might "be got from Scind, were scarce. It was supposed that in Abyssinia rupees would "pass, at a discount."

To this the Secretary of State replied by telegram on the 14th August, directing that the Bombay Government should be supplied with any funds needed to meet the expenses. The substance of this reply was at the same time communicated to the Government of Bombay.

Dr. Beke's information.

Dr. Beke, a well-known Abyssinian explorer, pointed out that the only currency which could be employed with advantage in Abyssinia was the Austrian Maria Theresia dollar of A.D. 1780. He addressed the Secretary of State for Foreign Affairs on the 13th August, 1867, stating that the sending of gold coin, or, indeed, gold in any form, to Abyssinia, was ill advised, seeing that this precious metal was an article of export from that country; and that, though used in former times as a circulating medium, it was now quite driven out, through the poverty of the country, the only currency at the present day being blocks of salt from the Afer country, and silver Austrian species dollars of the year 1780, introduced since that year to replace the native gold withdrawn.

On the subject of these dollars, Dr. Beke quoted the following remarks made by Sir William M. Coghlan:—

Sir William Coghlan's views.

"Austrian Maria Theresia dollars, of A.D. 1708 (misprinted for '1780') are at "present the only coin current in Abyssinia, and bricks of salt, brought from the district "of the Taltals (Afer), the only small change. Rupees, though refused at first, were even- "tually received both in Affghanistan and Persia; but those countries already possessed "a silver currency of their own, and were therefore better acquainted with the value of "our coin. As a similar result may not follow in Abyssinia, the attention of the Pay- "master, in conjunction with the Political Officer, should be specially directed to this "important subject."

"The officer of the Paymaster's Department would be directed to confer with the

« merchants and other traders at Massowah, regarding the money current in the interior, « the best means of obtaining supplies of the requisite kind or kinds, and how far the local « resources will be available for the sundry requirements of the Expedition."

Dr. Beke considered dollars alone would pass.

On these remarks, Dr. Beke suggested that the introduction of rupees, or any coin other than the well known Austrian dollars, would be attended with very great loss, and might lead to serious inconvenience, and even injury to the Expedition.

Dr. Beke's experience in Shoa.

As regarded the loss, he spoke from his own experience of what took place with Major Harris's mission to Shoa in 1841. The soldiers of the escort received their pay in rupees; and, as a native Abyssinian would not receive even a Maria Theresia dollar unless it had all the distinguishing marks which gave it currency, it might be well understood that no countryman, bringing his goods for sale to the weekly markets, would accept a rupee in payment at any price. The soldiers had, therefore, no alternative but to change their rupees with the Mohammedan traders of Aliu Amba, some of whom, having been at Aden, knew full well the intrinsic value of the coin.

Exchange in Shoa.

The exchange operation stood thus. The dollar being in Shoa worth (more or less) 20 pieces of salt, called ámolés, if the former be estimated at 50 pence sterling, which was about its value, the latter would be worth $2\frac{1}{2}d.$ each. Now, assuming, for the sake of round numbers, that the rupee was worth $22\frac{1}{2}d.$ sterling, this coin ought to have purchased 9 ámolés of $2\frac{1}{2}d.$ each; instead of which the soldiers obtained only 5 ámolés, which, as against dollars, made the rupee to fetch only about $12\frac{1}{2}d.$ sterling, causing the men a loss of $10d.$ on each rupee!

Selection of pieces.

On extensive operations, the *agio* might not, in Dr. Beke's opinion, be so large, but there could be no doubt that a considerable loss would be incurred if rupees were used instead of the proper circulating medium, Austrian Maria Theresia species dollars of the year 1780.*

Dr. Beke's experience in Tigré.

But, even as regarded this latter money, Dr. Beke stated that it would be necessary to exercise great care in the selection of the coined pieces, otherwise they would be refused. A "male" dollar, as those were called which were wanting in any of the distinguishing signs,—namely, a diadem of pearls, a pearl brooch on the shoulder, and the Mint mark, "S.F.," would be subject to an agio of 5 per cent., 19 ámolés being given instead of 20, if, indeed, it was not absolutely rejected.

Dr. Beke did not speak merely of his experience in Shoa, a quarter of a century before, but of that in Tigré, in 1866. Knowing what was required, he then obtained dollars of the orthodox stamp, and did not take with him a single one not possessing the essentials. But even this was not sufficient. On some of his dollars the distinguishing marks were not quite clear and distinct, and he often had to offer every piece he had in his purse before one was found to satisfy the fastidious taste of the person from whom he was purchasing the necessaries of life, such as sheep, grain, fowls, eggs, milk, &c.; on more than one occasion, the commodities were taken away, because he had no dollars at hand that pleased; and it even went so far that, after the selection had been made, the seller departed with his money, and the articles purchased had been wholly or in part consumed, he would return later in the day or on the following morning, to exchange the dollar for a better-looking one.

Massowah could not be relied upon for supplies.

As to obtaining supplies of the requisite kind of money through the merchants and traders at Massowah, little could be depended on in that quarter; and Dr. Beke con-

* The experience of the campaign fully corroborated the accuracy of Dr. Beke's remarks.

sidered that it would be futile, if not dangerous, to trust to local resources for the considerable sums of suitable money requisite for the efficient conduct of the Commissariat for a large invading force. Moreover, as the success of the expedition would greatly depend on the efficiency of the Commissariat Department, and as, again, that efficiency would mainly depend on the means at their disposal for the purchase of supplies, the payment of the troops, and various other matters, the first essential was an ample supply of funds, consisting of good money current in the country.

Dr. Beke's proposal for a supply of dollars.

Inasmuch, then, as there would be no certainty of obtaining the requisite funds on the spot, or in the surrounding regions, it became necessary to devise some other means of procuring them, and with this view Dr. Beke submitted the following scheme.

Though the Austrian species dollar had long been out, of course, within the Austrian dominions, it was in large circulation throughout the Levant and in the ports of the Red Sea, and was the sole coin current in Abyssinia.

Being no longer current in Austria, the species dollar had long ceased to be coined in the Government Mints. But, as it was so important to the commerce of the Levant and the Red Sea, the Austrian Government allowed it to be coined for export to those parts by private individuals. The terms of the concession were not known. It was, however, understood that the privilege was in the hands of some banking or commercial house at Venice, or that it might have been transferred to some Austrian establishment at Trieste.

Assuming this private mint to be in existence, the simplest and most natural course would at first sight seem to have been that the requisite supply of dollars should be obtained from thence. But there were several objections to this.

In the first place, it would be necessary to enter into a definite contract for the supply of a certain number of dollars within a certain time or at certain intervals. The contractors would consequently have to make immediate preparations for the work; and, as it was likely their establishment was on no very large scale, they might have to incur considerable preliminary expenses, for which of course they would require indemnification. But, at this time, it was not absolutely certain that a large number of dollars would be required; so that such preliminary expenses, and even the contract itself, might eventually be to no useful purpose. And yet, unless such a contract were entered into immediately, and the preliminary arrangements at once proceeded with, the dollars might not be ready when wanted.

In the next place, the dollars now issued by this private mint, though they might be of the stipulated weight and standard, were not so well coined as those which were issued in former years from the Government mints; and, in particular, the dies were not so well sunk. Hence, the objections made by the Abyssinians to the newly-coined dollars. It was not unreasonable to anticipate that, were any large number of dollars supplied on contract and prepared in haste, they would be inferior in execution, whereby much inconvenience and loss to the expedition could not fail to ensue.

The profits of the contractors on the supply of the dollars would be so much loss to the British Treasury; and the loss that might possibly be occasioned by a large quantity of dollars supplied under the contract remaining on hand, had also to be taken into consideration. Under these circumstances, Dr. Beke proposed that Her Majesty's Treasury should undertake the coinage of these Austrian species dollars for the use of the Abyssinian Expedition, and strike them at the Royal Mint in London.

To do this, all that would be requisite was the license of the Government of Austria.

Should a price be put on the concession, or a royalty on the amount of the silver coined be demanded, this would, of course, have to be agreed to. Should the private mint at Venice or Trieste possess an exclusive concession or monopoly, terms would have to be made with it also. Dr. Beke recommended that after permission had been obtained, steps should be immediately taken at the Royal Mint for having a sufficient number of dies sunk, such dies being of the proper pattern, and not copied from those in use at Venice or Trieste; and the usual measures adopted for ascertaining the standard and weight of the pieces to be coined, and for preparing for their coinage.

Dollars at Vienna.

Reference was made through the Foreign Office to Vienna, Venice, and Alexandria, as to the possibility of obtaining the Maria Theresia dollar in those places, and it was ascertained that at Vienna it might be possible to collect in a week 3,000 or 4,000 at the price of two florins sixty-two kreutzers, Austrian currency, per dollar; and, further, that the Imperial Mint would undertake to coin and deliver any amount of these dollars, to the extent of 200,000 a week, if the silver were supplied, but they would not receive gold.

At Venice.

At Venice the amount of Maria Theresia dollars in circulation was small, there having been no coinage of them for some time, so that no important quantity was obtainable, in consequence of which the new Austrian florins and thalers (of one and a half florins), the former equal to two, the latter to three shillings sterling, which were silver coins of the same standard as Maria Theresia dollars, 9/10,* had already been used to a large extent for remittances to the Levant, these could be procured to a large amount.

At the period when the monetary convention was concluded in 1858 between Austria and the German States, and the coinage of the ancient dollar of two Convention florins was discontinued, the coinage of the Maria Theresia dollar was, in order to facilitate commerce with the Levant, reserved as a privilege to the Mint of Venice, where the dies still existed, but the Finance authorities could not permit the use of them.

At Alexandria.

At Alexandria only 8,000 or 10,000 "Maria Theresia dollars" were to be found, and they were quoted at $20\frac{1}{8}$ piastres, against English sovereigns at $97\frac{1}{2}$ piastres. The banks of Egypt, however, promised to obtain dollars in exchange for bills on Her Majesty's Paymaster-General, with a banking brokerage of $\frac{3}{4}$ per cent., and bill brokerage per mille.

Views of the Secretary of State for India.

The Secretary of State for India referred the subject of the supply of treasure, and the financial arrangements of the Expedition, to the Treasury, and in a letter dated the 20th August, 1867, asked the Lords Commissioners what their views were with respect to the course to be pursued by the Secretary of State for India in Council in matters of financial expenditure connected with the contemplated Expedition.

Sir Stafford Northcote was prepared to direct the Government of India to make all necessary pecuniary advances, and he had already instructed the Governor-General in Council to supply the Governor of Bombay with the funds required for the preliminary expenditure, which his Government had been authorized to incur. He had also desired the Government of Bombay to notify to him, from time to time, the amount of expenditure which they might incur, and he presumed that the Lords Commissioners of the Treasury would direct the amount so notified to be transferred to the accounts of the Secretary of State for India at the Bank of England.

With regard to the stores which it might be necessary to supply from England for the furtherance of the Expedition, Sir Stafford Northcote wished to be informed

* Austrian silver coins contain nine parts of silver and one of alloy.—[Ed.]

whether, in the opinion of their Lordships, they should be provided from the India Office, or by the Departments of the Admiralty and of the Secretary of State for War.

With regard to the supply of cash, Sir Stafford Northcote stated that there would be some difficulty in supplying coins which would be current in the Abyssinian territory. The Austrian Maria Theresia dollars of 1780 were stated to be the currency most easily negotiable, and he suggested that steps should be immediately taken to obtain a supply of these coins.*

Views of the Treasury.

On the 27th August, 1867, the Lords Commissioners of the Treasury sent the following minute in reply to the questions of the Secretary of State for India:—

"1. As regards the views of this Board with respect to the course to be pursued by "the Secretary of State for India in Council, in matters of financial expenditure connected "with the contemplated Expedition, my Lords are of opinion, having regard to the circum- "stances, that all arrangements for the prosecution of military operations, in respect of "the Expedition, are entrusted to Her Majesty's Indian authorities, that it will be desirable "that all the necessary pecuniary advances should be made by the Government of India, "and the amount so advanced notified to this Board from time to time; and my Lords "will take the necessary steps to have the amounts so notified transferred to the account "of the Secretary of State for India, at the Bank of England. It will, of course, be "necessary that the accounts and vouchers should be submitted to this Board in due "time.

"2. With regard to the stores which it will be necessary to supply from this country, "my Lords are of opinion that the Secretary of State for India in Council, being entrusted "with the arrangements for the prosecution of the Expedition, should, in communication "with his officers, decide upon the stores or other matters which it may be desirable to "obtain, either from the War Office or the Admiralty, and that they should be furnished, "on requisition, from the Indian Department.

"3. As regards the necessary supply of money for the Expedition, my Lords suggest "that the most convenient course will be for the Austrian species dollars, or whatever "other coins may be current in Abyssinia, to be procured by the Indian Department.

"My Lords will direct the Master of the Mint to place himself in immediate com- "munication with the Secretary of State, in order to afford any assistance which may be "required."

Memorandum by Sir R. Napier.

* The following is a Memorandum by Sir Robert Napier, relative to the coin to be used in Abyssinia by the Force, dated the 11th November, 1867:—

"As nothing could be more unfortunate than that the Army should be without money to pay its way, it may "be assumed that it is only necessary to make known to Her Majesty's Government the full extent of our wants, "to have them supplied.

"It appears that we shall require ten lacs of rupees or five lacs of dollars a month. As the Austrian Mint is "so near, it may possibly be able to supply any quantity that we may require, but otherwise the English Govern- "ment can have no difficulty in getting dollars coined in other places, under permission of Austria.

"As far as we now know, the rupee is not current in any part of Abyssinia, and it would not be safe to rely "on it, though of course every effort should be made to bring it into circulation.

"I would advocate that the money available should be kept as near the base of operations as possible, "and probably one of Her Majesty's ships, if one is kept permanently in Annesley Bay, would be the best ship "temporarily.

"There might often be delay in communicating with Aden.

"Considering the difficulties that may attend convoys, as large a supply of coin should be kept with the "Army as it will be convenient to carry.

"If the discount on rupees is surrendered at first to make them current, will their value ever rise again to "a higher standard?

"Such discount as is incurred in compulsory expenditure of rupees must fall on the State, not on individuals."

On the same day, the India Office applied to the Bank of England to make arrangements for the early purchase, at Vienna or Trieste, of as large a number of Maria Theresa dollars as might be obtainable, and for their shipment by not less than 20,000 at a time, on board the Austrian Lloyd's steamers at Trieste, consigned to the Agent of the Indian Government at Alexandria, who was duly informed of this arrangement, and requested to receive the consignments as they arrived, and to forward them to the Political Resident at Aden with as little delay as possible. The Political Resident at Aden was also requested to receive and take charge of any consignments of Austrian dollars which might be forwarded to him from Egypt, and to attend to the instructions of the Government of Bombay in regard to their disposal.

Bank of England to purchase dollars.

On the 23rd September, the following Treasury Minute, which laid down the general system of financial arrangements, was issued:—

Treasury Minute.

"THE Financial Secretary states to the Board that, having again considered the "arrangements that have been agreed upon between this Board and the India Office with "regard to the expenditure connected with the Expedition to Abyssinia, and having been "in communication with the Admiralty and the War Office upon the subject, he has "arrived at the conclusion that it would be desirable that some change in the contemplated "mode of keeping the accounts and providing for the expenditure of the Expedition should "be made.

Treasury Minute on general financial arrangements.

"Her Majesty's Government having determined that all the arrangements for the "prosecution of any military operations which may become necessary should be entrusted "to Her Majesty's Indian authorities, but that the whole expense of the Expedition "should be borne by the Imperial Exchequer, Mr. Hunt is of opinion that, so far as expen-"diture is concerned, the expedition should be considered as an Imperial Expedition "conducted through the agency of the Government of India.

"He submits, therefore, for the consideration of the Board, that, in this view, it will "be desirable to proceed, as far as practicable, in accordance with the principles laid down "in the Treasury Minutes of 24th February, 1852, and 27th November, 1840, and that all "expenditure incurred in making preparations for the Expedition should be defrayed out "of the Army and Navy Votes under the appropriate heads of service, and he has reason to "suppose that, so far as regards present requirements, there are sufficient funds which, "under their Lordships' sanction, may be legitimately applied to that purpose.

"He would suggest that any expenditure incurred on this side of Suez, instead of "being charged as advances to the India Government, as directed in the Treasury Minute "of 31st August (14,122), 1867, should be met by direct payments from Army and Navy "Votes, while that incurred by the Government of India on behalf of the Imperial Govern-"ment in this country (which cannot be charged to Army or Navy Votes), or on the other "side of Suez, should be provided for in the first instance out of Indian funds, and that "repayment should be made upon proper vouchers to the Indian Exchequer out of Army "and Navy Votes.

"Should these votes not suffice for the purpose, it will be necessary to ask Parliament "to make special provision for the same.

"Under this arrangement, the conduct of the Expedition and the arrangements "preparatory would, as already settled, be entrusted to Her Majesty's Indian authori-"ties.

"The Secretary of State for India in Council would, as before proposed, make "demands upon the Military and Naval Departments for everything which they can supply, "but such demands would be dealt with as made for an Imperial service, and be provided "for out of existing grants for those Departments, if sufficient, and, if not, out of funds "to be provided by Parliament.

"Thus the responsibility of those Departments as to all issues made and contracts "entered into by them would not be impaired.

"As regards those preparations which can more advantageously be made in India, "much discretion must necessarily be left to the Bombay Government, and reliance must "be placed on the authorities there to carry out the injunctions which Sir Stafford North-"cote informs Mr. Hunt he has sent out to them, 'to refrain from any expenditure which "' is not indispensable.'"

"Mr. Hunt is, however, of opinion that it would be desirable that some officer well "versed in the accounts of the Military and Naval Departments should be instructed to "proceed to Bombay, to co-operate with the officers of the Indian Government there, in "examining the accounts of the expenditure incurred for the expedition, and to give infor-"mation as to the nature of the vouchers that should be sent to this country to sustain "such accounts, and to make reports to their Lordships from time to time upon any "matters arising out of such examination which may seem to call for observation.

"It is possible that, in some instances, a difficulty may be found by the officers "charged by the Indian Government to make up the accounts, in separating the items "properly chargeable to the current expenditure of Bombay from those relating to the "Expedition; and it will be the duty of the gentleman who may be selected for the special "service above mentioned to give them every assistance in this matter, and to call the "attention of this Board to the case of any item debited to the account of the Expedition "which he may consider not properly so chargeable.

"The adoption of this arrangement will, it is anticipated, facilitate the settlement of "accounts in this country, and prevent the indefinite postponement of claims which has "occurred frequently before, between the Home and Indian Governments, under similar "circumstances.

"My Lords, having given full consideration to Mr. Hunt's suggestions, concur with "him entirely as regards the expediency of making the change proposed in the mode of "charging and providing for the expenditure which the preparations for the Expedition "will involve, and also with respect to sending out an officer well versed in the accounts of "the Naval and Military Departments, with the functions proposed to be assigned to him "by Mr. Hunt. Their Lordships, however, consider it desirable that it should be under-"stood that it is not intended to transfer to that officer any portion of the responsibility, "either financial or otherwise, involved in the arrangements for the Expedition, or to give "him any power of interfering in any manner with those upon whom the responsibility of "the arrangements will rest, but that the object which my Lords have in view in sending "out the officer referred to is to facilitate the settlement of accounts in this country, as "stated by Mr. Hunt.

"My Lords deem it proper to observe, that the arrangements regarding the accounts, "and providing for the expenditure proposed in this Minute, have relation to the prepara-"tions for the military operations which will become necessary in the event of hostilities "against King Theodorus being actually commenced.

"In such event, it is obvious that further measures will become necessary."

With regard to these arrangements, the Secretary of State for India wrote, on the 25th September, 1867, to the Treasury, and referring to the arrangement that all expenditure incurred on the English side of Suez should be met by direct payments from Army and Navy Votes, while that incurred by the Government of India, on behalf of the Imperial Government, in this country, or on the other side of Suez, should be provided for, in the first instance, out of Indian funds, and that repayment should be made, upon proper vouchers, to the Indian Exchequer, stated that he concluded that all sums disbursed for supplies obtained by his office, otherwise than from Government departments, that might be chargeable to those votes, would be repaid, on the accounts of such expenditure, with vouchers, being furnished to the Treasury; and he observed, with satisfaction, that for all issues made, and contracts entered into, by the Military and Naval Departments of the Imperial Government, it was clearly laid down that the entire responsibility, in regard to quality, efficiency, and cost, would rest with those departments.

Arrangements regarding the repayment of sums disbursed for supplies by the India Office.

With reference to the hope expressed that the ordinary pay of the troops in the service of the Indian Government, which might be employed in the expedition, might remain a charge on the Indian Exchequer, he informed the Treasury that he had no desire to relieve the revenues of India from the charge of the troops which were to be sent to Abyssinia, so long as it was not necessary to replace them by others; and he was prepared to agree that the ordinary pay of those troops should be borne by Indian revenues, on the distinct understanding that every other charge, whether for replacing officers or soldiers withdrawn from their duties, or for extra allowances, pensions, or gratuities to officers or soldiers, or for pensions to families of officers, soldiers, or others who might be killed or disabled on this service, or on any other account, should be repaid by the Imperial Exchequer; and that when it should be found necessary to replace any portion of the force withdrawn from India, the whole expense consequent thereon should be repaid to the Indian Government.

Ordinary pay of the troops in the service of the Indian Government to be borne by India.

So far as related to deputing an officer of the Imperial Government to Bombay, to aid in the examination of the accounts, and to indicate the vouchers that might be required, he stated that, as the expenditure in India would be incurred under the immediate direction of the Government of Bombay, and would be governed by the regulations in force in that country, which must be regarded as sufficient authority for every payment, he did not see any necessity for deputing an officer from this country on the service in question; but, as the object in view was the prompt settlement of the accounts, he would not offer any objection to the proposition. He requested, however, that the instructions with which it was proposed to furnish the officer in question might be communicated to him.

In reference to the provision of coin to meet the expenditure in Abyssinia, he stated that measures had been adopted for procuring "Maria Theresa" dollars in Austria, and for their shipment, *viâ* Trieste, to Alexandria, and thence to Aden; and that, from advices received, it was not anticipated that any difficulty would be experienced in obtaining an adequate supply.

Instructions had already been given to the Government of India to furnish, as early as possible, an estimate of the expenses which might probably be incurred in India during the ensuing six months, in respect of the Expedition, and, when received, it would be immediately forwarded to the Treasury.

Estimate called for.

The Lords Commissioners of the Treasury fully accepted the understanding adopted by the Secretary of State, with regard to the financial arrangements connected with the

Expedition, and desired to express their sense of his readiness to allow the ordinary pay of the troops to remain a charge on Indian revenues.

Copies of the correspondence which led to this result, were despatched to the Government of Bombay by the Secretary of State for India, on the 7th October.

Mr. Turner despatched to Bombay to examine accounts.

To facilitate the examination of the accounts of the expenditure to be incurred on account of the Abyssinian expedition, Mr. Turner, a clerk from the Transport Department of the Admiralty, was despatched to Bombay to co-operate with the officers of the Indian Government. From the Treasury, the following instructions were given for Mr. Turner's guidance:—

His instructions.

"THE Lords Commissioners of Her Majesty's Treasury having, with the assent of the "Secretary of State for India in Council, appointed you to proceed to Bombay to be "employed there, on behalf of the Imperial Government, upon the accounts of the "expenditure for the Abyssinian Expedition, I am to instruct you to observe that your "duties there will be to co-operate with the officers of the Indian Government in examining "the accounts of the expenditure incurred for the Expedition, to give information as to the "nature of the vouchers that should be sent to this country to sustain such accounts, and "to make reports to their Lordships from time to time upon the matters arising out of "such examination which may seem to call for observation.

"The Secretary of State for India in Council has stated to this Board that he has "no desire to relieve the revenues of India from the charge of the troops which are to be "sent to Abyssinia, so long as it is not necessary to replace them by others, and that "'he is prepared to agree that the ordinary pay of those troops, European and Native, "'that may be employed in the Expedition shall be borne by Indian revenues, on the "'distinct understanding that every other charge, whether for replacing officers or soldiers "'withdrawn from their duties, or for extra allowances, pensions, or gratuities to officers "'or soldiers, or for pensions to families of officers, soldiers, or others who may be killed "'or disabled on this service, or on any other account, shall be repaid by the Imperial "'Exchequer; and that, when it shall be found necessary to replace any portion of the "'force withdrawn from India, the whole expense consequent thereon shall be repaid to "'the Indian Government.

"Upon this understanding, to which my Lords have agreed, the ordinary pay of the "troops in the service of the Indian Government, which may be employed in the Expedition, will be borne by Indian revenues; and the expenses for Commissariat services, sea "and land transport, foreign service batta and allowances, Staff salaries, wound pensions, "and gratuities to European officers or warrant officers of the Indian services, and pensions "to their families; also wound pensions to Native soldiers or followers, and pensions to "the families of men killed in action or dying on service, as prescribed by the Indian Regulations, compensation for loss of baggage, if captured by the enemy or lost on service, "the expense of replacing Staff and other officers withdrawn from India to serve with the "Expedition, and all other charges whatever (with the sole exception of the ordinary pay "of the troops) incurred on account of the Abyssinian Expedition, will be repayable to the "Indian Government out of the Imperial Exchequer.

"It is possible that in some instances a difficulty may be found, by the officers charged "by the Indian Government to make up the accounts, in separating the items properly "chargeable to the current expenditure of Bombay from those relating to the Expedition; "and it will be your duty to give them every assistance in this matter, and to call the "attention of the officers charged with the examination of these accounts in India to the

"case of any item debited to the account of the Expedition which you may consider not "properly so chargeable.

"You will then report to my Lords upon every item in the final monthly account "upon which a question has been officially raised, showing, firstly, those cases in which the "view taken by yourself is not concurred in by the Indian officers; and, secondly, the cases "in which the explanations which have been given to you have satisfied you of the admis- "sibility of the claim. The statement of these explanations in your reports may prevent "similar questions being raised upon the accounts when they reach this country.

"You will, however, understand that it is not the intention of my Lords to transfer to "you any portion of the responsibility, either financial or otherwise, involved in the "arrangements for the Expedition, or to give you any power of interfering in any manner "with those upon whom the responsibility of the arrangements will rest; but that the "object which my Lords have in view in sending you out is to furnish them with full "information as to these accounts, and facilitate the settlement of them in this country.

"On reaching India you will report your arrival to the Chief Secretary to the Bombay "Government, who will place you in communication with the Indian officers charged with "the preparation of the accounts, with a view to the arrangement of the most convenient "mode of carrying out the duties confided to you. It is understood that the accounts will "be rendered monthly, with the vouchers in support of them; and as you complete your "examination of these you will mark them as examined with your initials. The charges "should, as far as practicable, be classed under the several Army and Navy Votes to which "they will be debitable.

"The Bombay Government will probably place at your disposal office rooms in one of "the public buildings, so that you may be in convenient proximity to the Indian officers "with whom you will have to act; and should you find it necessary to incur the expense of "clerk hire, such moderate charges as may be necessary will be allowed.

"The Admiralty and the War Office will supply you with a memorandum, showing "in greater detail the classification of vouchers which will be most convenient to them, "and the nature of the arrangements for making and supporting the claims for repay- "ment which will most facilitate the early settlement of the accounts between the two "Governments."

Separate account of expenses chargeable to Naval Votes.

The Lords Commissioners of the Admiralty represented to the Secretary of State for India, that it was necessary that a separate account should be kept of all expenses chargeable to Naval Votes, incurred in connection with the sea transport of troops and stores for the expedition, in order that any claims for repayment might be brought under examination as promptly as possible, and that their investigation might not be impeded by the mingling therewith of expenses chargeable to other departments of the Imperial Government. They consequently sent the Secretary of State for India the following memorandum, showing the requirements of the Naval Department in order to facilitate this object; and they requested that instructions might be issued to the authorities in India, to cause the points adverted to in the memorandum to be duly attended to.

(Memorandum.)

IT is desirable that the claims of the Indian Government for the repayment of their expenditure or the transport service of the Expedition should be made periodically.

The expenditure for transport service is classified in the Admiralty accounts under the following

heads, and it will be convenient that, as far as practicable, a similar classification should be observed in the claims to be preferred, viz.:

Hire of Transports.—Payment for the hire of ships on monthly pay, for the *purchase* of vessels, and for pilotage and dues when payable by the Government under the charters.

Coals for Steamers.—Payments for coal *purchased* for hired vessels, or the value of *supplies* out of store to such vessels, and the value of coals *consumed* by steamers belonging to the Indian Marine.

Freight of Troops.—Payments of freight of troops, horses, or draught animals, at rates per head, or for the voyage, as well as any expenses for boat hire, &c., for landing and embarking them.

Freight of Stores.—Payments for freight of army provisions or stores, and of provisions and other stores for sea transport service.

Mess of Army Officers.—Payments for messing army officers, civilians of the Army Department, and of transport officers whilst on board ship.

Passage Money.—Payments for the passage of officers and their servants (including freight of their baggage) *to and from England.*

The passage of officers between India and the seat of operations will be chargeable to the head of *Freight of Troops.*

Fittings.—The cost of fitting ships for the conveyance of troops, horses, or draught animals.

Bedding and Stores for Troops.—Purchases and supplies of articles of bedding, and mess utensils, and other miscellaneous stores for the use of troops on board ship, and cost of washing.

Forage and Stores for Horses.—Purchases and supplies of forage and miscellaneous stores for horse and draught animals on board ship.

Pay of Transport Officers.—The pay and contingent expenses of naval officers and civilians employed specially on duties connected with transport service.

Provisions.—Purchases and supplies of provisions and "medical comforts" for troops on board H.M. troop ships or hired vessels, to be consumed on board ship, and the cost of provisions consumed by troops embarked in vessels of the Indian Marine.

Provisions for land service, medicines, clothing (whether on board ship, or for shore service), and arms and ammunition for land or sea service, are army charges in the Imperial accounts. The cost of such supplies should not, therefore, be included in the claims of the Admiralty, and, as far as may be practicable, they should form the subject of distinct vouchers.

The same observation applies to expenses of shipping and landing stores for land service.

It is desirable that the claims be preferred monthly, as the expenses are brought to account, and it is especially necessary that they should be supported by the cash vouchers for payments claimed, and, in the case of supplies out of the Indian Government stores, by statements showing in detail the rate and value of the several articles. The claims for stores purchased or supplied should be accompanied by evidence of the supply to each particular ship, which should be the master's receipt if the vessel pass her accounts in England.

Copies of the charter-parties of ships engaged in India should be furnished as early as practicable, and it will be especially necessary that they be produced before the claims for the balance of hire can be admitted.

Vouchers for messing should show the names, rank, and regiments of the officers, and specify the dates and places between which each officer is messed.

In regard to transports engaged by the Bombay Government, and therefore passing their victualling and store accounts in India, the accounts with vouchers as soon as passed should be forwarded to England in order that re-claims may be made for returns or supplies to other departments of the Imperial Government—the examination of the expenditure on board resting entirely with the Indian authorities.

The Indian Government should credit the Admiralty with the value of serviceable stores returned from the transports and with the proceeds of sale of unserviceable stores.

In order that the audit of the ships' accounts may be complete, it is requested that steps may be

taken to inform the Admiralty as early as possible of all supplies made from Indian ships and transports to vessels passing acccounts in England, and directions will be given for communicating to the Government at Bombay the details of all supplies made by British transports to the Indian ships.

It is especially requisite that the receipt and issue of stores and provisions for land service should be kept distinct from the transactions for sea service, otherwise there must inevitably be delay in the final settlement of the claims between the two Governments.

Mode of accounting for War Department stores.

On the 5th November, the Treasury represented that it appeared very desirable that an understanding should be come to with regard to the mode of accounting for stores supplied for the use of the Expedition by the War Department, with the view of avoiding any difficulty as to the expenditure for such supplies, as distinct from that incurred generally on account of the Indian Government in this country. They therefore asked to be informed by the Secretary of State for India, in what way the Indian Government proposed that such stores should be accounted for.

In reply to this, a memorandum, showing the arrangements usually adopted for bringing to account the stores provided for such expeditions, was forwarded; and, in accordance therewith, Sir Stafford Northcote stated that he was prepared to cause instructions to be sent to the Commissary of Ordnance, or the Principal Commissariat Officer of the Expedition, to keep separate accounts of the stores received expressly for that Expedition, either from the Imperial Government, or from the Store Department of the India Office, in order that their receipt, expenditure, and disposal might be properly checked and accounted for. But, before any steps were taken for the purpose, he requested that he might be informed of the views of the Treasury in regard to the proposal.

The following is the Momorandum above referred to:—

There are attached to every field force:—

A Commissary of Ordnance, with deputies as may be required.

Arrangements recently adopted to bring Stores to account in India.

Warrant Officers, who cannot be promoted to that rank until they are found to be fully capable of keeping all the departmental accounts of receipts and issues, and to be masters of all the routine duties expected from the Ordnance Commissary in garrison or in the field.

In addition to this, there are Serjeants and Laboratory men to superintend receipts and issues, with a staff of Native clerks, to perform the clerical labours connected with the disposal of stores.

The Commissariat consists, in the field, of a Deputy Commissary-General, with any number of Assistants, Deputy Assistants, and Warrant Officers, Serjeants, &c., that may be necessary; together with Native clerks for clerical labour.

All Ordnance stores and munitions of war are in charge of the Ordnance Commissary.

The supply of all field clothing, provisions, grain, forage, &c., for the sustenance of the troops together with the provision of carriage, is vested in the Commissariat Department.

In both Departments returns are carefully kept, showing from whence stores are received, and to whom they are issued, also loss by deterioration, accident, fire, or on the march, and exhibiting the balance in hand at the end of every month.

The Commissary of Ordnance has the sole charge of the magazine, ordnance, and munitions of war, and all other stores belonging to his Department, directing his conduct strictly according to the regulations of Government framed for his guidance.

Sanction for all issues in the field not warranted by the ordinary rules must be given by the Officer Commanding, or by the Chief of the Staff under his authority, as the case may be.

Monthly returns of stores are forwarded to the Ordnance Examiner at Bombay drawn out according to their alphabetical nomenclature.

All receipts and issues are to be numbered with corresponding vouchers.

Any reduction by loss, deterioration, or otherwise, in the quantity of the stores, as borne upon the returns, is to be looked upon as an issue, and to be written off accordingly, on proper authority furnished.

The stores for the Abyssinian Expedition from the War Office or Admiralty will, no doubt, be kept separate from those supplied from Bombay, and the date of receipt, issue to regiments or departments, as well as the quantity expended and balance in store every month, will be shown in the monthly returns of the Ordnance or Commissariat Department, as the case may be.

Under the ordinary rules in force, there will be a perfect record of all receipts and issues from the commencement to the close of the campaign, showing the quantity of the above stores serviceable, unserviceable, and repairable, at the latter date.

The stores that are then not expended will, of course, be disposed of as may be directed; the mountain guns and ordnance received by India (if suitable), and a corresponding credit afforded to the Imperial Government; but the Commissariat balance of equipments, field clothing, pack-saddles, preserved provisions, pressed hay, &c., sent out from England, will, with few exceptions, be of little value; the portion of saddles and similar equipment, although they may be repairable at the close of the Expedition, are not likely to be required by India, certainly not in any large quantity, not being the sort of equipment likely to be called for in ordinary Indian field service. The salt beef and pork sent by the Admiralty, and not expended, is likely to be valuable.

On the whole, it would not be safe to calculate on any very large credit for stores disposable at the termination of the Expedition; and the extent of this credit is impossible to estimate, as much will depend upon their loss and deterioration, and the suitableness of the balance unexpended to the service of India or the Imperial Government. Many articles may not be worth the cost of packing and transport to Bombay or London, and others can only be disposed of by an auction sale, which is never very favourable to Government interests. As to the account, however, accurate returns will be kept by the Ordnance and Commissariat Officers of the Indian Governments, under the Bombay regulations, and be furnished in such a form as will satisfy the Imperial Government as to the disposal of the stores, and enable the authorities to give definite instructions as to the most advisable mode of disposal of the balances of different articles at the close of the Expedition.

The only instruction that appear to be necessary, is to ask the Bombay Government to direct their officers to keep distinct and separate the returns of all stores supplied direct by the War Office, or Admiralty, or the Director-General's Department, expressly for Abyssinia.

The returns of the above stores will be carefully supervised by the Ordnance and Commissariat Examiners in Bombay, in strict accordance with the stringent rules in force. Vouchers and authorities will be required, as far as is possible on such an Expedition, the whole audit being under the supervision of the Controller of Accounts of the Presidency.

On the 20th November following, the Lords Commissioners of the Treasury signified to the Secretary of State for India their approval of the suggestion offered, that instructions should be sent to the Commissary of Ordnance or the Principal Commissariat Officer of the Expedition, to keep separate accounts of the stores received expressly for the Expedition, either from the Imperial Government or from the Store Department of the India Office, in order that their receipt, expenditure, and disposal might be properly checked and accounted for.

They, however, added that they were of opinion that the stores supplied from home by the Imperial Departments should be distinguished in the accounts from those provided by the Indian Government.

Indian Marine to be on same basis as in China war.

While on the subject of the adjustment of claims in connection with the Expedition, the Lords Commissioners of the Admiralty suggested to the Secretary of State for India, that any claims which might arise in regard to the employment of ships of the Indian Marine be made on the same basis as that which obtained in the case of the China War, viz., that the Imperial Government be charged only with the value of mess, victualling, and bedding, &c., for the troops conveyed, and the cost of the coals consumed, and they therefore requested Sir Stafford Northcote to issue the necessary instructions to the authorities in India, in the preparation of claims on the Imperial Government, to cause the victualling of the troops on board the ships above-

named to be charged at rates per head per diem, and the value of the coals actually expended to be claimed at such rates as the Indian Government might consider equitable.

Terms on which vessels of the Indian Marine were to be employed.

The Secretary of State for India, in reply to this, stated that, as the Government of India had now only certain vessels retained for local transport service, he apprehended that the assistance which could be rendered by those vessels in the Expedition to Abyssinia would be very limited. He was willing, however, that, to whatever extent the Governments of India might find it practicable to employ them on the Expedition, no claim should be made on the Imperial Government on account of those vessels, beyond the charge that might be incurred for mess, victualling, bedding, &c., for the troops conveyed, and the cost of the coals consumed; it being, however, understood that this arrangement was not to apply to vessels purchased by the Government of Bombay expressly for the Expedition, and that the same rule was to be observed as that relating to the troops, viz., that whenever it might become necessary to replace any of the vessels withdrawn, the whole charge thereby incurred should be borne by the Imperial Government.

The expense that would be incurred, however, in fitting those vessels for the expedition, and the cost of replacing any of them that might be lost or damaged on this service, would be charged to the Imperial Government.

In regard to the request that the claims on the Imperial Government for victualling the troops should be charged at rates per head per diem, and the value of the coals actually expended, at such rates as the Indian Government might consider equitable. Sir Stafford Northcote forwarded the correspondence to the Governments of India and Bombay, in order that those Governments might adopt measures with a view to meet the wishes of the Lords of the Admiralty as far as might be practicable.

On the 27th November, the Lords Commissioners of the Treasury acknowledged the receipt of copies of the above correspondence between the India Office and the Admiralty, relative to the charges of vessels belonging to the Government of India employed in the Expedition; and signified to Sir Stafford Northcote their approval of his reply to the Admiralty letter.

With reference to the above correspondence, relative to the charges of the Expedition, the Secretary of State for India in Council transmitted to the Treasury a copy of a resolution which Sir Stafford Northcote was of opinion should be brought forward in Parliament, with a view to authorize the application of the revenues of India to the ordinary pay of the troops, and the ordinary charges of the vessels, in the service of the Government of India, so employed.

The proviso at the end of the resolution was intended to meet the probable case of its being necessary to strengthen the force remaining in India, after the departure of the troops and vessels of the Government of India.

Draft of the Resolution for Parliament.

Resolution for Parliament on the pay of Indian troops, and charges for vessels of the Indian Marine.

THAT, Her Majesty having directed a military Expedition to be despatched against Abyssinia, consisting mainly of troops, both European and Native, at present maintained out of the revenues of India, the ordinary pay of such troops, as well as the ordinary charges of any vessels belonging to the Government of India that may be employed in the Expedition, which would have been charged upon the revenues of India, if such troops or vessels had remained in that country, shall continue to be so chargeable; provided that, if it shall become necessary to replace the troops or vessels so withdrawn by other European or native forces or vessels, the expense of raising, maintaining, and providing such forces or vessels shall be repaid out of any monies which may be provided by Parliament for the purposes of the said Expedition.

On the 21st November, the Lords Commissioners of the Treasury signified to the Secretary of State for India in Council, their approval of the above draft resolution.

Audit and adjustment of accounts in India.

The Government of India, on the 25th of September, 1867, conveyed to the Government of Bombay an intimation that orders had been given for a separate account to be kept of all expenditure connected with the Expedition to Abyssinia. On the 7th of October following, they transmitted, for the consideration of the Government of Bombay, a Memorandum by the Controller-General of Military Expenditure, submitting certain proposals for the proper audit and adjustment of the expenditure of the force proceeding on service to that country.

Opinion of the Governor-General.

In transmitting this Memorandum, the Governor-General remarked that, in his opinion, the Staff proposed by Colonel Broome was far beyond what ought to be required, and that one or two Audit Officers should be sufficient for the purpose. Bnt his Excellency considered it most important that the accounts between the Home and Indian Governments should be as speedily, accurately, and satisfactorily settled as possible, and that the delay of long years in such settlement, to which the old and complicated system of accounts led on former similar occasions, should be avoided. Both economy and efficiency would, he thought, be best consulted by the timely organization on a suitable scale of experienced establishments, to ensure the proper separation and classification of accounts, their prompt audit, and their compilation and adjustment; and he therefore ordered that whatever special arrangements the Governor of Bombay might, after careful consideration, deem requisite to secure these ends, should be at once organized, in order that no delay might be caused by the want of methodical arrangement and system at starting, and that all officers of the Commissariat and other Departments who might be charged with the expenditure of funds for the service, especially any in quasi-independent and irregular employments, should have the clearest instructions for their guidance—the simpler the better—provided they ensured what was required, and that they should distinctly understand that the Government would hold them responsible for their being carefully attended to.

It was important, also, that the proper authorities in the Bengal and Madras Presidencies should be early made aware of the mode in which all charges on account of the Expedition were to be referred for adjustment.

With the above remarks, the Governor-General in Council left the arrangements to be settled by the Government of Bombay.

The following was the Memorandum by Colonel Broome, the Controller-General of Military Expenditure, above alluded to :—

Simla, 7th September, 1867.

Memorandum of Controller-General of Military Expenditure in India.

As it is very desirable that the expenditure connected with the Expedition to Abyssinia should be separately recorded, and the accounts regularly and accurately compiled and finally closed and submitted as soon as practicable after the operations have closed, the undersigned begs to offer the following suggestions and recommendations for the consideration of Government.

2. In the first place, it would appear desirable to separate these accounts altogether from the military accounts of India, or of any particular Presidency, except as regards adjustment of cash expenditure, or the value of stores supplied from stock, by any Presidency.

3. All expenditure incurred on account of the Expedition would accordingly be charged to that head, and all supplies of stores would in like manner be debited to the same account, but separately, so as to distinguish cash from store expenditure; the details of all such expenditure being exhibited in the accounts of the Expedition.

4. As the force which it is under contemplation to employ will be taken from different Presidencies; as in the course of operations it may become liable to sub-division, necessitating a considerable

but fluctuating number of disbursing officers, some of whom, it may be expected, will be new to the work; as the usual confusion and irregularities incidental to active service may be anticipated, and as the expenditure is likely to be on a scale of considerable magnitude, the undersigned would strongly recommend that a competent and sufficient staff of experienced Account and Audit Officers should accompany the force, to whom should be entrusted the audit and compilation of the whole expenditure.

5. The establishment that the undersigned considers would be necessary for this purpose is as follows:— Audit Establishment proposed.

1 Deputy Controller and Military Accountant.
1 Assistant Controller and Treasurer.
1 Pay Examiner.
1 Examiner of Commissariat Accounts, including Land Carriage or Transport of Remounts and of Medical Accounts.
1 Examiner of Ordnance Accounts, as also of Clothing and Marine Transport.
2 Junior Assistants.
1 Paymaster with each Division.

6. The Deputy-Controller and Military Accountant to be the head of the Department, and to be responsible for the expenditure, and the prompt audit and compilation of the same. He should be an officer of standing and experience in the Military Account Department, and, as much would depend on his departmental knowledge and efficiency, it might be advisable to employ one of the present Military Accountants for this duty, or, at any rate, an officer who has acted in that capacity.

7. The Assistant should also be an officer of general and departmental experience, and of sufficient standing to admit of his taking up the chief duties in the event of their falling vacant. The undersigned considers it very desirable that the three Examiners should be Officers already holding, or who have acted in, those positions, as practical experience and a thorough knowledge of the details of their respective duties are most essential.

8. The two Junior Assistants might be taken from amongst the probationary officers or qualified candidates, and employed in the Examiner's offices, or with the Paymasters, at the discretion of the Deputy-Controller, where they would be obtaining a practical knowledge of the duties, and be available to carry them on in case of casualties.

9. The Divisional Paymasters should likewise be experienced Departmental Officers, as new hands would be liable to error, and might cause confusion in the accounts.

10. It would be convenient to take nearly an equal number of these officers from each Presidency, sothat their absence might not unduly affect the efficiency of the Military Account Department at any one Presidency.

11. The Paymasters with the Bengal and Bombay Divisions might advantageously belong to those Presidencies.

12. Much would depend on the efficiency of the office establishments, and, should the general plan now suggested meet the approval of Government, the undersigned would recommend that each officer appointed should be allowed to select a reasonable number of the Departmental Assistants under his control at present, with whose ability and qualification he is acquainted, provided that the present offices are not seriously crippled.

13. He would, moreover, suggest that six experienced regimental pay-serjeants, being volunteers, should be selected from regiments not belonging to the force, for employment as clerks, one being under each of the division Paymasters, and one for the Pay Examiner's Office, and two for the Military Accountant's Office, with one spare for casualties.

14. The commissioned and non-commissioned officers and the office assistants employed would, of course, retain their substantive appointments, their places being temporarily filled up by officiating appointments and promotions.

15. If this proposal obtains the favourable consideration and sanction of Government it would be a great convenience if the several officers were nominated at once, so that they might organize their offices and commence upon their duties.

16. The several Controllers have been already requested to keep a separate account of all expenditure of cash or stores connected with the expedition. Such cash expenditure as may have been so incurred, and included in the monthly statements of receipts and charges of any Presidency would be susceptible of adjustment when these accounts, made up to a given date at each Presidency,

may be transferred to the Deputy Controller and Military Accountant of the expedition, who would thus be enabled to open his books, and prepare his first monthly statement of receipts and disbursements of the expedition from its very outset.

17. He would give credit for all sums or value of stores received, as also for all funds placed at his disposal, and debit the proper heads for all audited expenditure, which would be supported by voucher.

18. His monthly statements of receipts and disbursements might be rendered to this office for transmission, after examination, to the Comptroller-General of Accounts, who would also be furnished direct with a cash account current. This would be unavoidable, as the necessity for the Deputy Controller and Military Accountant having funds for current expenditure, and being, in fact, a Treasurer also, would place him in a position different from that of Military Accountants in India, who issue credits by orders on the Treasuries. The books, when finally prepared, might also be sent through this office to the Central Office of Accounts.

19. Under this arrangement, the whole military expenditure would be under the control of a responsible officer on the spot; it would be audited and compiled promptly and regularly, and finally checked within a reasonable period, and with a degree of accuracy which otherwise could scarcely be expected.

The recommendations contained in this memorandum were, in effect, that the entire duties connected with the expenditure in all branches, whether incurred in India or in the field, should be performed by a Department of Account to accompany the force to Abyssinia. The Military Accountant at Bombay, pointed out very clearly the difficulty, indeed, the impractibility, of this arrangement, as well as the delay that must occur in the course proposed, viz., that the accounts of all disbursements made in the Bengal, Madras, and Bombay Presidencies, should be transmitted to the proper officer in the field for incorporation in his accounts, and that these, as prepared, should be forwarded to Calcutta for transmission to England.

Views of Controller of Military Accounts at Bombay on this Memorandum.

The Controller of military accounts at Bombay was of opinion that Colonel Broome's proposal was beset with so many difficulties at every stage that it was doubtful whether it could be carried out, even if all the advantages anticipated by the originator were to follow. Amongst other difficulties in connection with the subject was the fear of loss of vouchers and accounts in their several long postal journeys, when being transmitted backwards and forwards between India and Abyssinia, and *vice versâ*, as well as the extreme difficulty of dealing with the various processes through which accounts must necessarily pass, by an establishment which, as being attached to the force, would, for some considerable time at least, be constantly on the move, and exposed to all the vicissitudes inseparable from an invading army in an enemy's country; for unless the officers provided for in Colonel Broome's memorandum were to remain constantly with the Head-Quarters of the Army, and to move with them, no object could be gained by his proposal.

There were many items of expenditure in such an expedition which, although absolutely necessary, were not provided for by any regulation; these would require sanction before they could be incorporated in the accounts: hence it would be requisite to refer all such charges to India, and to await their disposal by Government before they could be brought to account, unless plenary powers were vested either in the Officer Commanding the Expedition to sanction such expenditure, or in the hands of the Deputy Controller to admit it without sanction.

It was doubtless most important that the accounts between the Home and Indian Government should be as speedily, accurately, and satisfactorily settled as possible. To allow of this being carried out, the Controller submitted arrangements for disbursement and accounting of the expenditure of all departments of

the Expedition, whether incurred in the field or in India. These arrangements provided for relieving all officers in the field, connected in any way with expenditure, from all classification, audit, or adjustment; and their accounts were to be submitted in the simplest and most concise form, while printed abstracts and forms reduced the amount of clerical labour to officers in the field to a minimum. All the labour of classification, compiling, and accounting, was to be left under these arrangements to be performed in the Office of Account in Bombay, where care and deliberation could be given to the work.

The Controller recommended that, should it be likely that the divisions of the Abyssinian Army would be separated, one field Paymaster be nominated to each division.

Views of Military Accountant at Bombay.

The Military Accountant at Bombay was also of opinion that it was unnecessary and undesirable to send any establishment into the field to audit, classify, and compile the accounts; and that, so far from tending to facilitate the prompt adjustment thereof, such a course would not only delay the accurate rendering of the expenditure, but lead to inextricable confusion.

It was to be borne in mind that the bulk of the expenditure would be incurred and accounted for in India. In the field, but little actual expenditure beyond the pay of the troops would arise, and even of this a large proportion would be payable in India. The marine charges would be paid in Bombay, and it would be impracticable that those charges, now audited and adjusted by the Accountant-General, should be confided to an Examiner of Ordnance Accounts, who would probably be unacquainted with the nature of, and rules affecting, such charges.

But, apart from this, it would be almost impracticable to compile and audit the accounts in the field, where the officers would be liable to constant interruption, whereas the work they would have to perform required to be quiet and deliberative, and could hardly be efficiently carried on amidst the bustle and excitement inseparable from camp life in the field; and it would involve the principal part of the accounts being sent from Bombay, Bengal, and Madras to Abyssinia, for compilation and transmission to the home authorities.

It would also be impossible to obtain efficient office establishments to proceed to Abyssinia, for they could not be got for service in Bombay, and upon this much would depend.

To obtain the object in view,—viz., the prompt and accurate rendering of the accounts of the Expedition, the Military Accountant was of opinion that no better arrangement could be devised than that already suggested, to have an efficient Paymaster with the force, and a Treasurer. The former would be simply a disbursing officer, and would transmit his accounts, unclassified, by every opportunity to the Bombay Account Department, where they would be checked, compiled, and rendered to Her Majesty's Secretary of State for India. It was to be remembered that the delay and inconvenience in rendering the accounts of former expeditions was attributable mainly to the faulty system of accounting, to obviate which the new system recommended by the Commissioners of Inquiry into the Indian Accounts had been introduced, and under it all British troops were paid by advances, their pay-list being rendered direct to the Examiner, Pay Department; as the whole would be a debit to the Imperial Government, no difficulty need arise. The same system, very nearly, applied to Native troops.

There would be constant communication with Abyssinia, and therefore no delay on that account could arise; the accounts had already been ordered to be kept distinct, and this course would be followed; and it would be the duty of the Bombay Account Department to render them promptly and accurately, as directed by Her Majesty's Secretary of State for India.

The only difficulty the Military Accountant could foresee in the matter was the want

of efficient establishment; if this could be overcome, he had no doubt that the work would be efficiently performed, in a shorter space of time, and with a greater degree of accuracy than would be the case if an establishment were sent to Abyssinia, far away from the locality where the greater portion of the expenditure would be incurred.

He suggested, however, that as much difficulty had hitherto been found in consequence of the Home Government refusing to accept certain charges, whilst others properly debitable to the Imperial Government had been omitted, under the impression that they would not be accepted, it would be very desirable that the Home authorities should send out an Auditor and his assistants to India, to whom the accounts could be made over on the spot, who should at once accept or reject them, and then and there any disputed debit could be settled. It was the sending the accounts with the vouchers home, and their being objected to there, that had been one great cause of confusion and delay on former occasions.

Opinion of Government of Bombay.

The Government of Bombay then resolved, on the 2nd November, that copies of the Military Accountant's and Controller's reports should be sent to the Government of India, with an expression of opinion that it was evidently preferable that the accounts prepared in the field should be simple statements of receipts and expenditure, with their vouchers; that compilation and classification should be done in India, and that the proposal of the Bombay officers for an Auditor to be sent to Bombay on behalf of the War Office seemed especially judicious.

Mr. Turner's recommendations.

In the meantime, Mr. Turner, who had been appointed by the Home Government for the purpose of co-operating with the Officers of the Indian Government in examining the accounts of the expenditure incurred for the Expedition, and to give information as to the nature of the vouchers that should be sent to England to sustain such accounts, pointed out that charges connected with the Expedition would, under existing rules, be examined and brought to account in Calcutta, Madras, the North-West Provinces, and the Punjab. He considered this arrangement objectionable, and therefore recommended that either a monthly consolidated statement of all the expenses connected with the Expedition should be made up at Bombay (including all charges incurred in the other Presidencies), or that the separate monthly statements exhibiting such charges incurred in other Presidencies than Bombay, of whatever description, with the required vouchers in support thereof, should be transmitted to England through the Government of Bombay; observing that the object of his mission to India was to facilitate the settlement of the whole of the accounts of the Expedition in England, and that although heavy charges had already been incurred in Bengal and Madras, the bulk of the expenditure continued and would continue to be incurred and passed in the Bombay Presidency, where he was located.

He therefore suggested, for the consideration of Government, that the Secretary of State be requested to authorise, by telegraph, the several Governments to forward their monthly accounts, supported by the necessary vouchers, to Bombay, with reference to his mission.

In furtherance of this object, he proposed that the several heads of the Account Departments, civil, military, and public works, &c., in each Presidency, should merely render to Bombay, as soon after the expiration of each month as possible, a simple list of all such charges appertaining to their respective Departments as might be brought to account monthly, in order that they might be scrutinized by him, as the officer deputed by Her Majesty's Government, for facilitating the settlement of the accounts of the Expedition; and, also, that they might be included in the monthly account of the expenditure of the Expedition to be prepared at Bombay.

As much time would, doubtless, be saved if copies of correspondence, bearing upon charges other than of an ordinary nature, were attached to the payment vouchers, he suggested that, with the first payments of the hire of transports taken up by Government, a copy of the charter-party should be annexed to the payment vouchers; and, as regarded public telegraphic messages, that a certificate should be given on a monthly abstract thereof, by the head of the department transmitting the messages, to the effect that they had been incurred solely in connection with the Expedition.

Mr. Turner asked the Accountant-General in Bombay to give the necessary directions for a statement of the following Form, to be used in his department, and he further requested the Comptroller-General of Accounts in India, to give the requisite instructions for its adoption by the Accountants-General of the other Presidencies, and for the several Military and Public Works Departments to follow the same course.

He pointed out that it would save much time if, upon receipt of the monthly statements, further information be required, he could communicate direct to the heads of the several Account Departments concerned, and he suggested the advisability of the monthly statements of the whole of the charges connected with the Expedition being compiled in the Bombay Office, observing that he would be prepared to assist in the superintendence thereof.

These arrangements were approved by the Controller-General of Accounts in India, who sent orders to all Accountants-General, the Controller-General of Military Expenditure, and Accountant-General, Public Works Department, to act in accordance therewith. Mr. Turner's proposal approved by the Controller-General of Accounts in India, and orders issued accordingly.

The following was the Form of the list of charges ordered to be observed:—

Presidency of

Office of

186 .

LIST of CHARGES incurred on account of the Abyssinian Expedition, with the Vouchers and other Documents in support thereof, as brought to account in the Month of , 186 , referred for any Observations thereon by the Officer deputed to scrutinize the same by Her Majesty's Government, and for incorporation in the General Monthly Account of Expenditure of the Expedition prepared at Bombay.

Number of Vouchers.	Date of Payment.	Treasury or Office paid at.	To whom paid.	Nature of Charge.	Amount.	Total.	[To be filled in at Bombay.] Head of Service.	Remarks.

All Mr. Turner's proposals were further approved by the Governor-Goneral in Council, who directed that the monthly statements of advances made in the Presidencies of Bengal and Madras on account of the Abyssinian Expedition should be forwarded from those Presidencies, with vouchers, to the Accountant-General at Bombay, instead of to the India Office direct, and be consolidated by that officer with his own statements into one general monthly return for transmission to the Secretary of State. Accordingly, the monthly statements of the expenditure incurred in the Military, Public Works, and other Public Departments, were forwarded by the Accounting Officers of the Military, Public Works, and Civil Departments in the Bengal and Madras Presidencies, and by the

Orders by the Governor-General.

Final arrangement for audit and adjustment of accounts.

Accounting Officers of the Military and Public Works Departments in the Bombay Presidency, to the Accountant-General, Bombay, for consolidation in the statement which he transmitted to the Secretary of State. The expenditure was debited in the several provincial and departmental books of the Bengal and Madras Presidencies to the Government of Bombay for transfer in the books of that Presidency to "Her Majesty's Government."

It was further decided that only original vouchers for the accounts should be sent to England.

Accounts of Masters of transports.

The Director of Transport Services addressed the Secretary of State for India on the 22nd January, 1868, forwarding a copy of an order issued by Captain Tryon, R.N., and of his instructions thereon relative to the rendering of accounts by masters of the transports engaged by the Transport Department for the Expedition, of provisions, &c., supplied to them from Indian authorities, and he requested that instructions might be issued to the Bombay Government to prefer a claim on the Admiralty for the value of all supplies of stores and provisions to the transports in England. This was done as requested.

Rates paid for hire of transports in India.

The rates paid for transports were higher at Calcutta than at Bombay.

In India, vessels were generally taken up for 6 months. The rates at Bombay were, at first, Rs. 9 to Rs. 10 per ton per month; afterwards, under Rs. 8 for sailing ships; the Bombay Government had entered into contract with the Peninsular and Oriental Company to engage their steamers at Rs. 22 per ton per month, and the British India Steam Navigation Company's steamers at Rs. 24 per ton. It was optional with Government to retain vessels on charter by the month at the same rate for any time desired after the expiry of the first six months.

Rates of hire of Calcutta transports.

By the 24th of October, the transports taken up at Calcutta had been engaged at the following rates:—

4	ships	at Rs.	10 per ton.
1	„	„	11—Stores and coolies or troops.
1	„	„	12.
4	„	„	13.
1	„	„	18·8—Stores and coolies.
1	„	„	15.
3	„	„	16.
9	„	„	17.
24	sailing ships.		

Steamer	"Punjaub"	Rs.	27·8 per ton
„	"Oriental"	„	38,000 per month.
„	"Golconda"	„	27·8 per ton.
„	"Tynemouth" ..	„	27·8 per ton for stores, 30 for troops and horses.
„	"Himalaya"	„	27·8 per ton.
„	"Bushire"	„	27·8 per ton.

First-class steam tugs for towing troop-ships at rates varying from Rs. 10,000 per month, Government finding coal, to Rs. 13,500.

Reasons for high rates at Calcutta.

The special reasons for the apparent high rates paid at Calcutta, were that freights in Calcutta had been in a position of great uncertainty from the time at which it first became generally known that transports would be wanted there, viz., the very early part of September, up till the time the tenders were actually called for; but the tendency was generally upward, and from the beginning till the middle of October *very decidedly so*, the advance in freights to London between the end of August and the date on which the

Government tenders were opened (15th October) being equal to nearly 1*l.* per ton, with every prospect of a considerable further advance. On the 15th of October, a first-class ship was worth for London 3*l.* 10*s.* to 3*l.* 15*s.* per ton, and there were few or no consignees of vessels who would have chartered them at less than 4*l.*, or perhaps 4*l.* 5*s.* per ton, which, for a ship of 1,000 tons register, would have given something like the following result, say 1,400 tons of cargo at 4*l.* per ton, 5,600*l.*, to be earned in 3½ months, equal to 1,600*l.* per month, subject only to *ordinary* expenses.

The average rate paid to sailing vessels chartered in Calcutta for Government was Rs. 14 to Rs. 15 per register ton per month for six months' engagement, which, in the case of a ship of 1,000 tons register (as above), would result as under :—

	£
1,000 tons, at Rs. 14·8, 1,450*l.* for six months	8,700
Less the average costs of fitting up tanks, &c., *at least* ..	1,000
	7,700

or about 1,300*l.* per month for six months' employment. The fact that six months' employment was guaranteed, and that there was a chance of the ships being retained on service *after* the expiry of the six months, being sufficient to induce consignees to accept 1,300*l.* per month, at a time when they could have secured a larger monthly return on the direct home voyage.

From the above figures it appears that the rates paid by Government at Calcutta were *under* rather than *above* the freights current in the market for ordinary employment; and it should be noted, with reference to the estimate of 1,000*l.* for fittings, &c., assumed in the above calculation, that 1,000*l.* is a *low* estimate and that, while some half dozen of the ships first chartered might, by being in the market before the price of labour, tanks, &c., advanced so greatly, have been able to cover their extra expenses by this or a smaller sum ; most of the transports had to pay a great deal more, some as much as 2,000*l.* to 2,500*l.* for extra expenses.

Bombay rates lower than those at Calcutta.

Freights in Bombay were invariably lower than in Calcutta, partly because port expenses there were much under those which had to be incurred in Calcutta; and at the time that Government commenced to charter sailing ships in Bombay, quotations of home freight were not over 2*l.* to 2*l.* 5*s.* per ton, while *scarcely any cargo* was available for shipment. The earlier ships of the Expedition were chartered in Bombay at about Rs. 9 per ton per month, which, in the case of a 1,000-ton vessel, would compare with home employment somewhat as under :—

Home.—1,400 tons, at 2*l.* 5*s.*, 3,150*l.*, or 900*l.* per month for 3½ months, against—

For Abyssinia.—1,000 tons at Rs. 9 per ton, 5,400*l.* = 900*l.* per month, thus showing much the same result in either case. Few, if any, extra charges are assumed in the case of the Government charters in Bombay, as that Government supplied the fittings themselves. It should be noted too that, as freights in Bombay advanced during the currency of the Government operations there, so also did the rates paid by the Bombay authorities in many instances advance, though the continued scarcity of produce there, and consequent dearth of general employment for tonnage, operated as a bar to rates rising in the same proportion as they did in Calcutta.

Calcutta and Bombay markets for shipping compared.

In considering these, various circumstances affecting both markets must be borne in view, and specially these :—

That in Calcutta there was, at the time Government entered the market, a *bonâ fide* demand for tonnage, as might be seen from the fact that shippers engaged at high and

steadily advancing rates all the tonnage they could lay their hands on, whereas in Bombay so little employment was available that the freight market there was comparatively little affected by the Government charters till after a large number of vessels had been secured for the Expedition.

The fact was, that in Calcutta the number of vessels available at the time the Government charters were made was very limited, hardly more than sufficient, in fact, to supply the advertised requirements of the Expedition, whereas, in Bombay, notwithstanding the numerous charters made by Government, there was always an abundance of tonnage, so much, indeed, that ships left Bombay under engagements to load in Calcutta.

It seems then, taking into account the various circumstances above adverted to, the rates paid at Calcutta were not over the rates current for other employment; that the rates paid in Bombay for the earlier ships, at all events, were proportionately higher than those paid in Calcutta, while the fact that the Bombay Government continued able to proceed with charters at rates which did not advance in the same rate as the rates of freight current there for general employment, is explained by the circumstance that the rates last referred to were more nominal than real (comparatively little general employment being at any time available), while, in Calcutta, the demand for tonnage for the ordinary purposes of trade was, from first to last, a real active demand, as the immense operations of shippers (embracing engagements of upwards of 15,000 tons of space during the first fortnight of October) at the time conclusively proved.

At the time the Bombay Government commenced to charter sailing ships, there were fully twice as many vessels waiting for employment in Bombay as were available in Calcutta when the Marine Department at Calcutta opened the first tenders.

Another circumstance which contrasted with the system at Bombay was, that the ships at that port were placed upon pay immediately after survey and acceptance, whereas in Calcutta ships were not placed on pay until after their fittings had been completed, or after they had commenced to take in Commissariat stores; the fittings also at Bombay were all supplied by Government, whereas in Calcutta they were, as a rule, supplied by the ships.

The rates at which steamers were chartered in England, Bombay, and Calcutta are given in detail at the end of Chapter VII.

Differences between English and Indian charter-parties.

There were several matters in which there was a difference between the charter-parties of ships taken up in England and at Bombay.

The chief points in which the charterparties differed were—in Bombay the number of the officers and crew the ships were to carry was not defined.

It was not stated that the masters and crews were to assist to the utmost of their power in the loading and discharging of their vessels, and, whenever they might be required, to perform any service with their boats.

It was not clearly stated whether a ship might be discharged in any port.

The master was not interdicted from taking on board passengers or goods without authority.

The clause defining the amount of mulct in case of breach of orders or of contract was not very stringent and discretionary, considering that no bonds were required.

The Bombay charterparties did not provide, as in England, for any circumstances that might arise, by which a ship might cease to perform the service efficiently owing to a break down of engines, or any defect or cause whatsoever; did not allude to steam vessels at all; did not state who was to provide coals, and did not enjoin any special precautions to be taken against fire.

Captain Tryon, the Principal Transport Officer, thought it would be desirable to add

in the clause of the Bombay charterparties which names the officers whose directions the master of a transport is to obey "and all officers empowered by the Lords Commissioners "of the Admiralty"; and he suggested that a clause be inserted that the Transport Regulations and Instructions issued by the Lords Commissioners of the Admiralty were, as far as applicable, to be considered as incorporated in the charterparties.

Report of Government Solicitor on Bombay charterparties.

These differences were referred to the Solicitor to Government, who reported that the form of charterparty adopted by the Government at Bombay for the Abyssinian Expedition was the same as that which was used in the Persian Expedition, with some few alterations and amendments.

The practicability of placing all chartered vessels under similar rules depended not only upon the form of charterparty, but upon the conditions of the tenders of the respective vessels, unless Government was prepared to reject all tenders which did not comply with the rules desired to be laid down.

The form of charterparty at present approved by the Admiralty, appeared a more perfect instrument than the one hitherto used by Government in chartering vessels in Bombay for the Abyssinian Expedition; many of the points of differences, however, between the forms in use at home and in Bombay, he considered existed in the wording rather than in the force and meaning of the respective documents.

The number of necessary officers and crew of each transport was not specified; but the vessel was required to be in every respect well fitted, found, and to be so maintained during the contract, and the master was bound to "obey and comply with *all* orders, "directions. requisitions, and suggestions for the proper and safe conduct of the said ship, "which he should from time to time receive from the officer to be appointed as Agent for "Transports of, for, or on board of her"; it therefore appeared to him that Government had this point entirely in their own hands under the existing form of charterparty.

In addition to the agreement to take on board all the troops, stores, &c., and to disembark them, it was expressly agreed, "that the said ship shall be employed in the "service and under the orders of the Government of Bombay and the orders of its duly "authorized officers," and "that the said master and owners shall provide and keep such "a sufficient number of boats of proper sizes, and in good and serviceable order and "condition for the embarkation and disembarkation of the said troops . . . and other "things, as . . . the Superintendent of Marine shall require"; and he thought that it could scarcely be contended that this did not include the active assistance of the master and crew, by means of whom alone the ship could be employed, even if the master were not besides bound to "obey and comply with *all* orders" of the Agent for Transports.

Except in the cases of five of the first vessels taken up, the Bombay charterparties clearly stated that the vessels were not to be discharged (if they duly performed their contracts) elsewhere than in the Harbour of Bombay. When this had not been stipulated the vessels which might be discharged without any previous notice could clearly be discharged in any port.

The Bombay charterparties placed the ships entirely under the orders of Government. The ship was to "continue in the service of the said Secretary of State in "Council . . . subject to the conditions herein contained for so long as the said ship "may be required by the Honourable the Governor in Council of Bombay," and "shall "be employed in the service and under the orders of the Government of Bombay" and the master must obey "all orders . . . which he shall from time to time receive from "the . . . Agent for Transports."

The ship, under the Bombay charterparty, was only entitled to freight on production of a certificate from the Agent for Transports, or other duly authorized officer, that she was afloat and had up to that time well and truly performed the contract, and if the ship was not maintained and kept during the continuance of the contract "tight, staunch, "strong, well-maintained, fitted, and found," she came within reach of the forfeiture clause. The above quoted words in the case of a steam-ship included engines.

In the case of a steam-ship the vessel was so described in the first few lines of the charterparty, and the remainder of the instrument did not appear to be inapplicable to a steam-vessel. The words "sail and proceed" might be said to apply more aptly to a sailing-vessel; but they could not be said to be inapplicable to a steam-ship, which in general employs sails as well as steam.

The master of a steamer agreed to proceed to such place or places as he should be instructed. For this purpose, in the case of a steam-ship, she must be provided with coals. In some cases the owners had tendered on the condition that Government supplied coal, and in such cases this had been expressed in the charterparty. Where Government did not specifically agree to find coals, it appeared to the Government Solicitor that the master, whose ship was bound to proceed with all speed, must clearly furnish them. He was also, as above pointed out, bound to obey all orders, and was completely under the control of Government as to all points not expressly reserved in his favour by the charterparty.

Cost of ordinary pay of the force for Abyssinia.

The cost of the ordinary pay and allowances of the force for Abyssinia, calculated at the ordinary established strength only, not at the increased strength ordered for Native Corps, was estimated by the Controller-General of Military Finance, as follows. The cost of these troops was made on charge on the Indian revenues:—

CAVALRY.

	Rs. per Mensem.	Rs.
1 Wing, European Dragoons	12,296	
2 Regiments, Bengal Cavalry	41,238	
2 Regiments, Bombay Cavalry	44,734	
		98,268

ARTILLERY.

*1 Battery, Royal Horse Artillery	8,264	
1 Light Field Battery	7,035	
2 Garrison Batteries	6,610	
1 Mountain Train Battery	4,894	
1 Company, Native Artillery	3,224	
		30,027

ENGINEERS.

†Head Quarters and 3 Companies of Bombay Sappers	8,290	
3 Companies of Madras Sappers	7,370	
Pontoon Train	117	
		15,777

* Afterwards countermanded.

† An additional company from Aden was afterwards ordered.

INFANTRY.

	Rs. per Mensem.	Rs.
4 Regiments, European Infantry	.. 1,21,923	
2 Regiments, Bengal Native Infantry	.. 25,038	
8 Regiments, Bombay Native Infantry	.. 1,02,335	
		2,49,296
Total ..	..	Rs. 3,93,368

The foregoing, the Controller-General remarked, might be considered the *minimum* charge. Extra officers attached to corps, whose Staff Corps pay would be debitable to India, would raise the amount in round numbers to Rs. 400,000 per mensem, or Rs. 48,00,000 per annum. Rs. 10,00,000 might be added for the Staff Corps pay of the General and Departmental Staff and the Medical Staff, giving a total of 580,000*l.* per annum, or, including officers and men sent out direct from England and brought on the Indian establishments, not less than 600,000*l.* per annum, chargeable to the Indian revenues.

Despatch of dollars to Abyssinia.

The Bank of England, as formerly stated, purchased dollars in Austria, and shipped them in boxes of 2,000 each, from Trieste to Alexandria, where they were received by the agent of the Indian Government, who took measures for forwarding them to Abyssinia. The Bank of England paid all the expenses of freight, porterage, &c., on the treasure, which it despatched from either Trieste or England, reporting periodically to the India Office the amount of treasure despatched, and the concomitant cost*. By order of the Secretary of State for India, treasure was not insured on its passage down the Red Sea†.

Bank of Egypt.

Moneys required by the British officers who regulated the transport of stores and animals through Egypt, and chartered transports at Suez, were paid to their accounts at the Bank of Egypt, which was allowed a commission of one per mille on all sums passed to their credit‡.

Extra pay to officers employed in Egypt.

Extra pay to the amount of three guineas per diem was sanctioned to officers employed in purchasing animals in Egypt, or to officers employed at other mule purchasing depôts.§

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* *See* page 91.
† Telegram, September 27th, 1867.
‡ Letter from Secretary of State, March 27th, 1868.
§ War Department Letter, 29th November, 1867. *See* Chapter XXV.

Rates of monthly pay to General and Staff Officers.

The following were the rates of monthly pay and allowances sanctioned for the General and Staff Officers, &c., of the Force :—*

			R.	A.	P.
1	Commander of the Force	Consolidated Salary	5,833	5	4
	Personal Staff.				
1	Military Secretary	Consolidated Salary	1,000	0	0
1	Persian and Arabic Interpreter	In addition to net pay of rank. Staff pay	500	0	0
1	Local Interpreter	Consolidated	1,000	0	0
2	Aides-de-Camp	In addition to Staff Corps pay. Staff pay, each	250	0	0
2	Extra ditto	On Regimental pay and allowances, if belonging to regiments on the Indian Establishment.			
	Head-Quarters.				
1	Deputy Adjutant-General	In addition to Staff Corps pay. Staff pay	800	0	0
1	Assistant Adjutant-General	,, ,, ,,	600	0	0
1	Deputy Quartermaster-General	,, ,, ,,	800	0	0
1	Assistant Quartermaster-General	,, ,, ,,	500	0	0
5	Deputy Assistant ditto	,, ,, ,, each	400	0	0
1	Controller of Supply and Transport	Consolidated salary	2,000	0	0
1	Deputy Judge Advocate-General	In addition to Staff Corps pay. Staff pay	500	0	0
	Divisional Staff.				
2	Commanding Divisions	Consolidated salary { 1 on / 1 on	3,500	0	0
			2,500	0	0
2	Aides-de-Camp	In addition to Staff Corps pay. Staff pay, each	250	0	0
2	Extra ditto	On Regimental pay and allowances, if belonging to regiments on the Indian Establishment.			
2	Assistant Adjutant-Generals	In addition to Staff Corps pay. Staff pay, each	500	0	0
2	Assistant Quartermaster-Generals	,, ,, ,, ,,	500	0	0
	Brigade Staff.				
5	Brigadier-Generals	,, ,, ,, ,,	1,200	0	0
5	Aides-de-Camp	,, ,, ,, ,,	250	0	0
5	Brigade Majors	,, ,, ,, ,,	400	0	0
	Artillery.				
1	Commanding Royal Artillery	In addition to Regimental pay. Staff pay	400	0	0
2	Divisional Commanders, R.A.	,, ,, ,, each	300	0	0
1	Brigade-Major	,, ,, ,,	354	0	0
	Engineers.				
1	Commanding Royal Engineer	,, ,, ,,	1,000	0	0
1	Brigade-Major	In addition to Staff Corps pay. ,,	400	0	0
4	Field Engineers	In addition to Regimental pay. ,, each	240	0	0
7	Assistant Field Engineers	,, ,, ,, ,,	120	0	0
	Medical Department.—British Service.				
1	Deputy Inspector-General of Hospitals	Consolidated salary	1,800	0	0
2	Staff Surgeon-Majors	,, each	1,400	0	0
4	Staff Surgeons	On employed pay of rank.			
8	Staff Assistant Surgeons	,, ,,			

* For pay of Archæologist, Geographer, Zoologist, and other civilians attached to the Force, *see* page 115.

			R.	A.	P.
	Indian Service.				
2	Deputy Inspector-Generals of Hospitals	Consolidated salary, each	1,800	0	0
2	Field Surgeons	On rank pay.			
	Assistant Field Surgeons	If above five years' service, Rs. 600, if under	450	0	0
1	Sanitary Officer	On rank pay	1,000	0	0
1	Medical Superintendent at Zula	Consolidated	1,250	0	0
2	Staff Surgeons and Deputy Medical Storekeepers	Consolidated salary, each (varies according to rank and length of service)	1,000	0	0
	Ordnance Department.				
1	2nd Class Commissary of Ordnance	In addition to Regimental pay. Staff pay as 1st Class Commissary	500	0	0
	Commissariat Department.				
1	Deputy Commissary-General	In addition to Staff Corps pay. Staff pay	900	0	0
2	Assistant Commissary-Generals, 1st Class	„ „ „ each	800	0	0
3	Ditto, 2nd Class	„ „ „ „	600	0	0
3	Deputy Assistant Commissary-Generals, 1st Class	„ „ „ „	500	0	0
2	Ditto, 2nd Class	„ „ „ „	400	0	0
4	Sub Assistant Commissary-Generals, 1st Class	„ „ „ „	300	0	0
	Transport Corps.				
1	Director	„ „ „	900	0	0
14	Captains of Divisions, each Division comprising 2,000 animals	„ „ „ each	500	0	0
28	Subalterns	„ „ „ „	300	0	0
	Pay Department.				
1	Treasurer	„ „ „	500	0	0
2	Paymasters	In addition to Staff Corps pay. Staff pay, each	600	0	0
1	Superintendent of Bazaars	„ „ „	500	0	0
1	Provost-Marshal		300	0	0
	Chaplains.				
4	Chaplains	Pay, each	500	0	0
2	Roman Catholic Priests	„ „ (with Rs. 5 per diem each, as travelling expenses)	200	0	0
	Interpreters.				
	Mr. W. Münzinger	„	600	0	0
	Peter Bom	„	130	0	0
	Appa Sicreca	„	110	0	0
	Mr. Blanford, Geologist	Pay and allowances	1,185	0	0
	Surgeon H. Cook, M.D., Meteorologist	„ „	1,000	0	0
	Mr. Browne, Assistant Superintendent, Telegraph Department, Abyssinia	Pay (and travelling allowances, Rs. 5 per diem)	400	0	0

Pay of Regimental Officers and non-commissioned rank and file.

The regular Indian rates of pay were sanctioned to all Regimental Officers of British and Native regiments, and to all non-commissioned officers and rank and file serving with British regiments.

Working pay.

The British Infantry portion of the force received the established rates of working pay when employed on *bonâ fide* public departmental work, as specified in Her Majesty's

Regulations, paragraph 54, page 285, the work being duly certified to by the Officer of the Department under whom it was performed.

This did not allude to ordinary fatigue duties of clearing regimental camps, or roads leading thereto, or landing of stores, &c. &c.

The undermentioned were the rates of working pay sanctioned for the Native Infantry of the force :—

Subedars, 5 annas per diem.
Jemedars, 4 annas per diem.
All other rank, 2 annas per diem.

When troops were employed on any very laborious work, such as tidal work, or work necessitating immersion in water, the Engineer Officer in charge of such work was authorised to give for eight hours' work a double rate of working pay.

For ordinary work the following were the rates sanctioned :—

For six hours a-day, single rates.
For eight hours a-day, one and a-half rate.
For nine hours a-day, double rate.

Staff pay for the men of the 10th Company Royal Engineers.

The following was the monthly scale of staff salaries for the men of the 10th Company Royal Engineers employed with the force, in addition to their army pay : 6 Serjeants, at 80 rupees per mensem; 7 Corporals, at 70 rupees per mensem; 12 Second Corporals, at 60 rupees per mensem; 56 Sappers, at 50 rupees per mensem; 2 Buglers, at 25 rupees per mensem.

Staff pay of appointments made after the force landed.

The undermentioned scale of allowances was sanctioned for the following appointments made after the force landed:—

Superintendent of Bazars at Zula (when held by an officer in the absence of the General Superintendent): Staff pay, 150 rupees per mensem as special allowance, to include "Stationery" and "Contingent Expenses."

Station Staff Officer at Kumayli: 100 rupees allowance, with charge of bazars, 50 rupees. (Extra stationery allowance for bazars only).

Station Staff Officer at Senafè: 150 rupees (1st Class), to include all charges, and exclusive of other staff duties.

Station Staff Officer at Adigrat: 100 rupees (2nd Class), including all charges, and exclusive of other staff duties.

The allowance to officers in charge of "Treasury Chests" or "Post Offices," was fixed at 90 rupees per mensem, if in receipt of no other staff allowance, and at 60 rupees only, if drawing other staff allowances.

Treasure chests.

Treasure chests were sanctioned at Senafè, Adigrat, and Antalo, and also with brigades in advance of the latter station, when no Field Paymaster was present with them.

Officers and men from England brought on Indian establishment from date of landing at Aden or Suez.

Any officers or men attached to the Expedition, and who were not previously borne on the Indian Establishment, were brought on that establishment from the date of their arrival at Aden or Suez, according to the time at which they were placed under the orders of the Commander-in-Chief of the force.

Pay of Geographer.

The geographer employed in the Expedition, who was an Assistant in the India Office, received his full salary as if he had been at his ordinary duty, one moiety being paid by the Treasury; the other by the Indian Department. He was also indemnified against

any loss by having a free passage to and from Abyssinia, his maintenance, including necessary expenses, the cost of instruments, &c.*

Pay of Archæologist.

The archæologist received 2*l.* per diem, besides rations, lodgings, &c., and 1,000*l.* was inserted in the estimates to cover the cost of excavations or collections.

Pay of Zoologist.

The zoologist received a free outfit, amounting to 361*l.* 3*s.* 5*d.*, as well as free lodgings and rations, and 2*l.* per diem. The expenses of preparing and sending home zoological and archæological specimens were also allowed by the Government.† Mr. Blanford and Dr. Cook, the Geologist and Meteorologist, were Government Officers, and their pay has been shown at page 113.

Grant to Dr. Beke.

Dr. Beke received 500*l.* as a gratuity for the assistance which was derived from his labour in connection with the Abyssinian Expedition.

Grants to others.

Dr. Krapf and Mr. Haussman received respectively 600*l.* and 500*l.* for their services. Mr. Dufton received a salary at the rate of 600*l.* per annum.

Meer Akbar Alee, a Mahomedan gentleman attached to the Force in the Intelligence Department, received 25*l.* per mensem.

Mr. Turner's pay.

Mr. Turner, the Examiner of Accounts, while employed at Bombay, received a salary of 1,300*l.* a-year.

Pay of regiments of Silladar Cavalry, and arrangements of interior economy.

Four regiments of Native Cavalry‡ from the Bengal and Bombay Presidencies were placed under orders for service in Abyssinia, and as, during a sea voyage, the officers non-commissioned officers, and sowars would be unable to make the requisite provision for the forage of their horses, whilst difficulty might probably be experienced in this respect during a portion, at least, of the service on land, the Governor-General determined that the forage of the horses and of the yaboos and ponies accompanying, would be undertaken by the State, with such assistance as the regiments and followers might be enabled to render, the pay of all grades during the existence of this arrangement being regulated accordingly, at an uniform rate for the two Presidencies.

In all other respects, the Silladar system was to be maintained in its integrity, and all grades were held responsible for the due care and condition of their horses and cattle.

All ranks were required to maintain one efficient horse, but the Native commissioned officers were allowed forage for two horses each, if they desired to take a second charger.

Each Native commissioned officer was required to keep up one yaboo or pony and one attendant as syce and grass-cutter, whether he took one or two horses; and the non-commissioned officers and privates were ordered to maintain one yaboo or pony and one grass-cutter for every two horses.

The attendants were to be paid by the troops as usual, but the yaboos and tattoos received grain, and, when necessary, hay free of cost, and both grass-cutters and yaboos or ponies were required to assist in procuring forage when obtainable, and were held entirely disposable for that purpose.

On board ship, the forage and water were issued under the usual regulations, yaboos and ponies receiving a half ration of forage, and two-thirds of a horse's supply of water, or as specially ordered.

On land, the forage allowance for each horse was ordered to be eight pounds of gram or oats, or the equivalent of any other grain available, with 20 pounds of hay or dried grass, when green forage was not obtainable. For each yaboo or pony the allowance was ordered to be one-half of the forage ration of a horse, or as specially ordered.

* Treasury Letter, March 4th, 1868.

† The results of the investigations of the Geographer, Geologist, Archæologist, and Zoologist, will be found in Chapter XXXV.

‡ The Organization of Cavalry on the Silladar system is explained in Chapter VI. *See* page 186.

When green forage was partially procurable, three pounds were considered the equivalent of two pounds of hay.

Whilst on board ship, and during the continuance of the service, the grass-cutters were allowed the scale of rations sanctioned for followers, or ration money at the rate of Rs. 2. 8. 8 each, in addition to the amount paid to them by the regiments.

The Native commissioned and non-commissioned officers and men continued to subscribe to their regimental funds to such extent as Commanding Officers deemed necessary within the limits prescribed by regulations.

They continued to supply their ordinary clothing, equipments, saddlery, and stable gear, but any articles of extra clothing rendered necessary by the nature of the service were issued free of cost.

As already stated, all grades continued responsible for the welfare and condition of their horses, and all casualties arising from neglect, or from causes evidently unconnected with the particular nature of the service, were, as usual, to be replaced by the regiments concerned. Each troop was allowed to embark and maintain two Chunda horses to meet such casualties, which were rationed free of cost.

All casualties fairly attributable to or connected with the service, including those from accident on board ship, or during embarkation or disembarkation, were, if there had been no proved neglect, to be replaced by Government, or compensation allowed according to the age and value of the horse so injured or destroyed, within the regulation limit of Rs. 200.

Compensation was also allowed for casualties amongst the yaboos and ponies consequent on the nature of the service, at a rate not exceeding in any case Rs. 30, or the animals were replaced by Government.

During the continuance of this arrangement, the pay of the several grades was as follows:—

Bengal Regiment of Cavalry.

	Rates of Pay. Rs.		Rates of Pay. Rs.
1 Ressaldar, 1st class	300	2 Jemadars, 1st class	80
1 „ 2nd „	250	2 „ 2nd „	70
1 „ 3rd „	200	2 „ 3rd „	60
1 Ressaider, 1st „	150	Duffadars	30
1 „ 2nd „	135	Trumpeters	25
1 „ 3rd „	120	Sowars	20
1 Woordie Major	150		

Bombay Regiment of Cavalry.

	Rates of Pay. Rs.		Rates of Pay. Rs.
1 Ressaldar Major.	300	2 Niab Ressalders	60
1 Ressaldar	250	2 Jemadars..	80
1 „	200	2 „	70
1 Ressaidar	150	2 „	60
1 „	135	Duffadars	30
1 „	120	Naicks	30
1 Woordie Major	150	Trumpeters	25
2 Naib Ressaldars	80	Sowars	20
2 „ „	70		

NOTE.—Any Nishanburdars (standard bearers) with the regiments received the pay of Duffadars. Kote and Pay Duffadars received Staff allowance on the usual scale.

Free rations or ration money, at the rate of Rs. 3. 8 per mensem, was allowed to all non-commissioned officers and troopers, both on board ship and on land. Native com-

missioned officers also had the privilege of receiving the ordinary ration from the Commissariat on payment, the amount being deducted monthly from their pay at the above-mentioned rate.

Compensation at the rate of Rs. 5 per mensem was allowed to the Native officers for each Bargheer sanctioned by existing regulations if maintained by them, out of which sum they paid the share of the grass-cutters' wages and provided stable gear. A similar amount was deducted from the pay of the Bargheer troopers.*

These arrangements had effect from the date of embarkation, and continued in force until the date of return.

Pay of Native Artillery, Sappers, and Infantry.

The allowances to the ranks of the Native Artillery, Sappers, and Infantry, were in accordance with the ordinary regulations. The pay of the Native Infantry being uniform at all three Presidencies, no alteration was required.

The scale of pay to the combatant ranks of the Native Sappers and Miners was also the same in the Madras and Bombay armies, so no alteration was needed in this respect.

The scale of pay for Native Artillery varied slightly at the several Presidencies, but as from Bombay only was any portion of this branch sent, the Bombay rates, which corresponded with those of the Infantry and Sappers, were sanctioned.

The following were the monthly rates of pay and full batta allowed to Native troops of Infantry, Artillery, and Engineers, whilst employed on service with the force :—

Native Infantry.

	Pay per Mensem. R.	A.	P.		Pay per Mensem. R.	A.	P.
Subadars, 1st Class ..	115	0	0	Havildars	19	0	0
„ 2nd „ ..	95	0	0	Naicks	17	0	0
„ 3rd „ ..	82	0	0	Sepoys	8	8	0
Jemadars, 1st „ ..	42	8	0	Drummers	8	8	0
„ 2nd „ ..	37	8	0				

Native Artillery.

(*Mountain Train Battery.*)

	Pay per Mensem. R.	A.	P.		Pay per Mensem. R.	A.	P.
Subadars according to class	115	0	0	Naicks	17	0	0
	95	0	0	Privates	8	0	0
	82	0	0	Buglers	8	0	0
Jemadars according to class	42	8	0	Havildars of muleteers ..	15	0	0
	37	8	0	Naicks of muleteers ..	12	0	0
Havildars	19	0	0	Drivers or muleteers ..	9	8	0

Sappers and Miners.

	Pay per Mensem. R.	A.	P.		Pay per Mensem. R.	A.	P.
Subadars according to clsas	115	0	0	Havildars	19	0	0
	95	0	0	Naicks	17	0	0
	82	0	0	Privates	8	8	0
Jemadars according to class	42	8	0	Buglers	8	8	0
	37	8	0				

The brevet pay to the Subadar Major, the staff allowances to the non-effective staff, the pay to members of the Order of British India and Order of Merit, and the good conduct pay to sepoys and others after six and ten years, for service, were passed on the usual scale in addition to the above rates.

All the above grades were entitled to rations gratis, whilst on board ship, and

* For explanation of the Silladar system, *see* Chapter VI., page 186.

on shore either received free rations or ration money, at the rate of 3.8 rupees each individual per mensem.

Pay of followers and establishments.

Great difficulty was experienced in fixing the pay of followers and establishments, all the rates of these classes being higher in Bombay and Madras,—more especially the former,—than in Bengal. These higher rates were of very long standing, and not the result of recent high prices, or the enhanced value of labour; moreover, the rates of field batta were also generally higher.

Under these circumstances, there seemed no alternative but to place the establishments of the several Presidencies on a similar footing whilst on the same service, adopting the highest or Bombay scale for the whole.

Many of these classes might have been entertained in Bengal for the service at lower rates; but, when they joined the Bombay Force, and found the corresponding grades of that army drawing larger salaries for precisely the same duties they would naturally feel discontented, and it was therefore preferable to remove any reasonable cause for discontent at once.

Pay of the several classes of followers in each Presidency.

Annexed is a Statement showing the field rates of pay of the several classes of followers at the three Presidencies, the amounts of field batta being also exhibited.

The differences, as will be seen, are very considerable. The Bombay rates are generally high, as compared with the pay of the troops, and it appeared to be very desirable that these should not be exceeded during the Expedition.

On this account, the publication of fixed tables was recommended by the Controller-General of Military Expenditure, who stated that it had to be borne in mind that, out of the field rates, the several classes, if employed in India, would have to feed themselves, and the high price of gram and other necessaries in the Bombay Presidency would tend largely to reduce the available balance received by all classes, as they would have to purchase at maximum rates before obtaining the benefit of compensation. But on foreign service they would escape this expenditure, as they would draw ration money for the purpose, or, when provisions were scarce or dear, they would receive rations in kind, leaving their pay a net receipt.

These differences of rates in the pay of regimental establishments at the several Presidencies were productive of inconvenience and increased expenditure, when the several armies were acting together.

Further inconvenience must be expected, now that, under the new transport system, all British troops would arrive from England at Bombay, and would also embark on their return home from that Presidency.

Movements from one Presidency to another would, if the rates continue so different, necessitate constant transfers of Native establishments, whilst the frequent contact of the several classes would probably lead to applications from Bengal followers for higher salaries; their present rates of pay being generally low, with reference to the average value of labour.

The introduction of a uniform system of payment of followers throughout India would render unnecessary the constant change of establishments, when regiments are transferred from one Presidency to another, whilst the saving effected would admit of small superannuation pensions being granted for long-continued service, which would render employment of this nature popular, and tend to prevent desertion or constant withdrawal from the service.

As regards the details of the annexed Statement, there are several classes which, however necessary in garrison or cantonment, are not required with regiments proceeding on foreign service. Conservancy establishments are of this nature, but as bhistees and sweepers are also required with regimental hospitals and with the troops, they are included in the statement of pay.

STATEMENT exhibiting the Rates of Garrison Pay and Extra Batta of Regimental Establishments under the Rules now existing in the Three Presidencies.

Classes.	Rates of Garrison Pay and extra Batta under existing Rules in									Remarks.
	Bengal.			Madras.			Bombay.			
	Pay.	Batta.	Total.	Pay.	Batta.	Total.	Pay.	Batta.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Moonshee (with European Regiment)	30	..	30	30	..	30	30	..	30	
„ (with Native Cavalry Regiment)	30	..	30	30	..	30	..	..	..	
„ (with Native Infantry Regiment)	30	..	30	30	..	30	..	..	..	
Pundit (with Bombay Infantry Regiment)	..	..	..	..	..	..	15	..	15	This grade in Bombay regiments apparently corresponds with that of moonshee in Bengal and Madras Regiments.
„ (with Bengal Infantry Regiment)	8	..	8	..	..	..	..	..	..	These classes, on their existing footing, are confined to Bengal regiments.
Moulvie (with Bengal Infantry Regiment)	8	..	8	..	..	..	..	..	..	
Tindals of Store Lascars	7½	3	10½	7½	3	10½	9	3	12	
Store Lascars	6	2	8	6	2	8	7	2	9	
Tindals (regimental or camp equipage)	9½	2	11½	7	1½	8½	9	2½	11½	
Lascars „ „	5⅝	1	6⅝	6¼	1½	7⅝	6	1½	7½	With an extra rupee if above 10 years' service.
Bullock drivers	5	1	6	5¾	..	5¾	6	2	8	
Muccadums of Syces (with Bombay Corps)	..	..	..	..	..	..	10	2½	12½	
Jomader of Syces	7	..	7	8⅛	1½	10⅛	7½	2	9½	
Syces	5	1	6	5½	1½	6⅝	6	2	8	
Muccadums of Grass-cutters (with Bombay Corps)	..	..	..	..	..	..	10	2½	12½	
Grass-cutters	4	1	5	4	1½	5½	5	2½	7½	
Puckallies	9	3	12	10⅝	1½	12⅛	10	3	13	
Bheesties	5	1	6	7	1½	8½	7½	1½	9	
Sweepers	4	1	5	..	..	..	..	..	..	In the Madras and Bombay Presidencies there are station rates varying, and apparently no batta laid down. Rs. 6 is assumed as a fair average.
Bildars	4½	..	4½	..	..	..	..	..	..	
Cooks	5	..	6	..	..	..	..	..	..	Only with Punjab Regiments.
Mate Bearers in Bengal Petty Mistries in Madras Second Muccadums in Bombay	5	1	6	9	1½	10½	7	2	9	
Dooly Bearers	4	1	5	6	1	7	6	1	7	
Chowdries	11	..	11	14	1½	15½	16	5	21	
Mudsuddies	5	..	5	..	..	..	..	..	..	
Weighman or peons	4	..	4	6	1⅓	7⅓	5	2	7	

Rates of Garrison Pay, &c.—*continued.*

lasses.	Rates of Garrison Pay and extra Batta under existing Rules in									Remarks.
	Bengal.			Madras.			Bombay.			
	Pay.	Batta.	Total.	Pay.	Batta.	Total.	Pay.	Batta.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Hospital Establishment.										
Native Doctors (with Bengal Native regiments) 1st Class ..	25	5	30	..	..	..	..	..	..	Rs. 5 less if not qualified to read and write English.
Ditto, ditto, ditto, 2nd class	20	5	25	..	..	..	..	..	..	
Second Dresser (with Madras Corps)	..	..	..	24½	4¾	29¼	..	..	..	
Hospital Assistants (with Bombay Corps), 1st class ..	..	..	..	..	..	..	32	5	37	
Ditto, ditto, ditto, 2nd class	..	..	..	..	..	..	25	5	30	
Apprentices with Bombay Corps, 1st class	..	..	..	.	..	..	12	2	14	} With Bombay regiments only.
Ditto, ditto, 2nd class	..	..	..	..	..	..	8	2	10	}
Head Compounders	10	1	11	..	..	..	10	3	13	Only one of this class, viz., head compounder, is allowed at Bombay.
Compounders	8	1	9	..	..	..	..	..	..	No head dressers with Bombay regiments.
Head dressers	8	1	9				..	..	..	
Dressers	6	1	7				8	3	11	
Shop Coolies	5	1	6				6	2	8	
Stewards' servants	6	1	7				6	2	8	
Clothiers	8	1	9				..	..	..	None allowed with Bombay regiments.
Tailors	6	1	7				7	2	9	
Barbers	6	1	7	(In the Madras Presidency the Hospital Establishments are allotted to stations, and the rates vary.)			6	2	8	
Head Cooks	6	1	7				10	2	12	
Cooks (with European regiments)	5	1	6				8	2	10	
Ditto (with (Native regiments)	4	1	5				7	2	9	
Head Washermen	7	1	8				..	..	..	None allowed at Bombay.
Washermen	5	1	6				6	2	8	
Head Bheesties	6	1	7				..	..	..	Ditto, ditto.
Bheesties	5	1	6				7	2	9	
Head Sweepers	6	1	7				..	..	..	Ditto, ditto.
Sweepers	4	1	5				6	2	8	
Sirdar Ward Coolies	6	1	7				..	..	..	Ditto, ditto.
Ward Coolies	4	1	5				6	2	8	
Goorgahs (with Native regiments)	4	1	5				5	2	7	
Regimental Artificers.										
Mistry Smiths	12	3	15	12	3	15	17½	5	22½	
Smith or Fileman	8	2	10	10	2	12	9⅜	3	12⅜	
Fitemen	10	2	12	10	2	12	12½	3½	16	
Hammermen	7	2	9	7	2	9	9⅜	3	12⅜	
Bellows boys	..	..	..	2½	1⅛	3⅝	2½	3	5½	
Mistry Carpenters	14	3	17	14	3	17	17½	5	22½	
Carpenters	10	2	12	10	2	12	12½	3½	16	
Masons (with Bombay Sappers)	..	..	..	..	..	..	13	..	13	
Moochees	7	2	9	7	2	9	10½	3	13½	

Rates of Garrison Pay, &c.—*continued.*

Classes.	Rates of Garrison Pay and extra Batta under existing Rules in									Remarks.
	Bengal.			Madras.			Bombay.			
	Pay.	Batta.	Total.	Pay.	Batta.	Total.	Pay.	Batta.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Departmental Establishments.										
Elephant Attendants :—										
Jemadars	10	2	12	16	..	16	12	3	15	
							10	3	13	
Naib Jemadars (in Bengal Establishment)	8	1	9	..	..	..	..	..	..	
Mahouts	6	1	7	9	..	9	8	2	10	
							7	2	9	
Coolies	3	1	4	6	..	6	6	1	7	
							5	1	6	
Camel Attendants :—										
Head Jemadars	10	2	12	14½	..	14½	12	3	15	
							10	3	13	
Jemadars	8	2	10	..	..	..	8	2	10	
Duffadars	5	1	6	..	..	..	7	2	9	
Surwans	4	1	5	4	..	4	..	..	..	
							7	2	9	
							6	2	8	
Bullock Attendants :—										
Darogahs (in Madras Establishment)	..	..	..	17	1½	18½	..	..	..	
Chowdries (ditto)	..	..	..	12	1½	13½	12	3	15	
Head Muccadum (in Bombay)	..	..	..				10	3	13	
Sirdars (in Bengal)	5	1	6	7	1½	8½	8	2	10	
Duffadars (in Madras)							7	2	9	
Second Muccadum (in Bombay)										
Drivers	4	1	5	5¾	1½	7¼	6	2	8	
							5	2	7	
Mule Attendants :—										
Sirdar Muleteers (in Bengal)	8	2	10	..	..	..	..	..	..	
Head Muccadams (in Bombay)										
Mate Muleteers (in Bengal)	5	1	6	..	..	..	..	..	..	
Second Muccadams (in Bombay)										
Muleters	4	1	5	..	..	..	..	..	..	
Sirdar Bearers (in Bengal)	6	2	8	12	1½	13½	10	2	12	
Head Maistries (in Madras)										
Head Muccadam (in Bombay)										
Sirdar Lascars (in Bengal)	12	..	12	8¾	1½	10¼	11	2½	13½	With an increase of 8 annas if above six years' service in the grade, and of additional 8 annas if above ten years' service in the grade.
							10	2½	12½	
First Tindals (in Madras and Bombay)	10	..	10				9½	2½	12	

Scale of pay to followers and establishments recommended by the Controller-General.

Consequent on the different rates existing at the several Presidencies, and the advantages of uniformity of remuneration for like service rendered under similar circumstances and in the same locality, special allowances were recommended by the Controller-General of Military Expenditure for all followers whilst employed in Abyssinia.

In addition to the issue of rations or ration money, all articles of extra clothing or equipment deemed necessary, either for troops or followers, were to be issued free of cost.

The following were the allowances recommended by the Controller-General :—

Regimental Establishments.

	Pay per Mensem. R.	A.	P.	
Moonshee (with European Regiment)	30	0	0	
„ (with Bengal Cavalry Regiment)	30	0	0	
„ (with Bengal Infantry Regiment)	0	0	0	
Pundit (with Bombay Infantry Regiment)	15	0	0	
„ (with Bengal „)	8	0	0	
Moulvie („ „)	8	0	0	
Tindals of Store Lascars	12	0	0	
Store Lascars	9	0	0	
Tindals (regimental or camp equipage)	11	8	0	
Lascars	*7	8	0	* With an extra rupee if above 10 years' service.
Bullock drivers	8	0	0	
Muccadum of syces (with Bombay Corps	12	8	0	
Jemadar syces	9	8	0	
Muccadum of Grass-cutters (with Bombay Corps)	12	8	0	
Grass-cutters	7	8	0	
Puckallees	13	0	0	
Bhistees	9	0	0	
Sweepers	6	0	0	
Bildars	6	0	0	
Cooks (with Punjab Regiments)	5	0	3	
Mate bearers in Bengal Second Muccadums in Bombay	9	0	0	
Dooly bearers	7	0	0	
Chowdries	21	0	0	
Mutsuddies (with Bengal Regiments)	9	0	0	
Weighmen or Peons	7	8	0	

Hospital Establishments.

Native doctors with Bengal Native Regiments	1st Class	*37	0	0
	2nd „	*30	0	0
Second dressers (with Madras Corps)		30	0	0
Hospital Assistants with Bombay Corps	1st Class	37	0	0
	2nd „	30	0	0
Apprentices with Bombay Corps	1st „	14	0	0
	2nd „	10	0	0
Head compounders		13	0	0
Dressers		11	0	0
Shop coolies		8	0	0
Stewards' servants		8	0	0
Tailors		9	0	0

* Rs. 5 less, if not qualified to read and write English.

Hospital Establishments—continued.

	Pay per Mensem. R.	A.	P.
Barbers	8	0	0
Head cooks	12	0	0
Cooks (with European Regiments)	10	0	0
„ (with Native Regiments)	9	0	0
Washermen	8	0	0
Bhistees	9	0	0
Sweepers	8	0	0
Ward coolies	8	0	0
Goorgahs (with Native Regiments)	7	0	0

Regimental Artificers.

Mistry smiths	22	8	0
Ditto carpenters	22	8	0
Carpenters	16	0	0
Firemen	16	0	0
Smiths or filemen	12	6	0
Hammermen	12	6	0
Masons (with Bombay Sappers)	13	0	0
Moochees	13	8	0
Bellows boys	5	8	0

Departmental Establishments.

Elephant attendants:—			
Jemadars	16	0	0
Naib Jemadars (in Bengal Establishment)	12	0	0
Mahouts	10	0	0
Coolies	7	0	0
Camel attendants:—			
Head Jemadars	15	0	0
Jemadars	11	0	0
Duffadars	10	0	0
Surwans	9	0	0
Bullock attendants:—			
Darogahs (in Madras Establishment)	18	8	0
Chowdries (ditto, ditto)	15	0	0
Head Muccadums (in Bombay Establishment)	15	0	0
Sirdars (in Bengal Establishment)	10	0	0
Duffadars (in Madras Establishment)	10	0	0
Second muccadums (in Bombay Establishment)	10	0	0
Drivers	8	0	0
Mule attendants:—			
Sirdar muleteers (in Bengal Establishment)	16	0	0
Head muccadums (in Bombay Establishment)	16	0	0
Mate muleteers (in Bengal Establishment)	9	0	0
Second muccadums in (Bombay Establishment)	9	0	0
Muleteers	6	0	0
Sirdar Bearers (in Bengal Establishment)	12	0	0
Head muccadums (in Bombay Establishment)	12	0	0
Sirdar Lascars (in Bengal Establishment)	*12	0	0
1st Tindal (in Madras and Bombay Establishment)	*12	0	0

* With an increase of 8 annas if above six years' service in the grade, and of additional 8 annas if above ten years' service in the grade.

All the above grades, with the exception of Native Doctors of Bengal, Dressers of Madras, and Hospital Assistants and apprentices of the Bombay Establishment, were entitled to rations gratis, on the non-combatants' scale, whilst on board ship, and on shore, they were to receive either free rations on the same scale, or ration money at Rs. 2.8 each individual per mensem.

Native Doctors of Bengal, Dressers of Madras, and Hospital Assistants and apprentices of the Bombay Establishment were entitled to rations gratis, on the non-combatants' scale, whilst on board ship, and on shore they were to receive either free rations on the same scale, or ration money at Rs. 3.8 each individual per mensem.

Bombay Government object to the scale proposed by Controller-General.

The above scale of allowances was forwarded to the Bombay Government, who reported that its adoption was altogether impracticable; certain other and higher rates (including pay with 50 per cent. in addition, and batta) having been already sanctioned for the followers in that Presidency, while a portion of the force, whose estimates for pay in advance had been prepared accordingly, had left Bombay for Abyssinia.

In Bombay, Commanding Officers and the Commissariat Department had in some cases been unsuccessful in procuring followers (artificers for mountain battery and hospital servants) even for the increased rates of pay, including batta and 50 per cent., besides other advantages, admissible under the arrangements sanctioned in that Presidency; in these cases the Commissariat Department necessarily had to engage the required men at the rates of pay they demanded.

The only measure of uniformity which then could be adopted without detriment to Government or to individuals, was to permit both troops and followers, whilst on service in Abyssinia, to receive the highest rate of pay enjoyed by any portion of the force, whether belonging to Bengal, Madras, or Bombay, on the understanding that, at the termination of the service, the ordinary rates of pay ruling at the several Presidencies should be reverted to.

Difference of rates of pay proposed by the Controller-General and those sanctioned at Bombay.

The annexed Statement shows, in some cases, the difference between the rates of pay proposed by the Controller-General, and those to which the followers were already entitled by the decision of the Bombay Government.

Designation of Regimental Followers.	Rates of Pay proposed by the Controller-General.	Already sanctioned in Bombay. Rates of Pay, Batta, and 50 per Cent. additional.	Difference in excess of Bombay Rates	Remarks.
	R. A.	R. A.	R. A.	
Moonshee	30 0	45 0	15 0	
Muccadum of syces	12 8	17 0	4 8	
Jemadar of ditto	9 8	13 4	3 12	
Syces	8 0	11 0	3 0	
Muccadum of grass-cutters	12 8	17 8	5 0	
Grass-cutters	7 8	9 8	2 0	
Puckaulies	13 0	18 0	5 0	
Bheesties	9 0	12 12	3 12	
Sweepers	6 0	Local.		
Compounders	13 0	20 0	7 0	
Dressers	11 0	18 8	7 8	
Shop coolies	8 0	13 8	5 8	
Steward's servants	8 0	13 0	5 0	
Tailors	9 0	14 8	5 8	

Designation of Regimental Followers.	Rates of Pay proposed by the Controller-General.		Already sanctioned in Bombay. Rates of Pay, Batta, and 50 per Cent. additional.		Difference in excess of Bombay. Rates.		Remarks.
	R.	A.	R.	A.	R.	A.	
Barbers	8	0	13	0	5	0	
Head cooks	12	0	18	8	6	8	
Cooks, European Regiments	10	0	15	0	5	0	
Ditto, Native ditto	9	0	13	0	4	0	
Washermen	8	0	17	8	9	8	European Regiment.
			12	0	4	0	Native Regiment.
Bheesties	9	0	15	0	6	0	European Regiment.
			13	8	4	8	Native Regiment.
Sweepers	8	0	15	0	7	0	European Regiment.
			11	0	3	0	Native Regiment.
Ward coolies	8	0	13	8	5	8	
Goorgahs, Native Regiments	7	0	9	8	2	8	
Dooly bearers	7	0	12	0	5	0	European Regiment.
			11	0	4	0	Native Regiment.
Mistry carpenters	22	8	31	4	8	12	
Ditto smiths	22	8	31	4	8	12	
Carpenters	16	0	22	4	6	4	
Firemen	16	0	22	4	6	4	
Smiths or filemen	12	6	17	1	4	11	
Hammermen	12	6	17	1	4	11	
Masons	13	0	22	4	9	4	
Moochees	13	8	18	12	5	4	

Free rations granted.

Public followers of regiments received a foreign service allowance of 50 per cent. on their pay, besides batta at the fixed rates and free rations or their money value.

Warm clothing granted.

In addition to the above rates, the men received rations or their money value. In common with all other public followers, they were also supplied with warm clothing from the Commissariat Department.

Pay of regimental followers.

The foreign service allowance of 50 per cent. upon their pay was also sanctioned for those followers who were usually paid by the troops themselves, such as barrack cooks and washermen; they likewise received free rations, both at the cost of the State.

The foregoing scales of pay for public followers, and the 50 per cent. allowance to followers who were paid by the troops, were payable from the date of embarkation up to that of landing in India again.

The scale recommended by the Controller-General of Military Expenditure, had fixed the rate of pay of the Native followers proceeding to Abyssinia at the highest rate allowable by existing regulation at any of the Presidencies from which the troops or followers were proceeding; practically it adopted, in nearly every case, the Bombay rates, as these were generally the highest.

These rates having, however, for the reasons assigned, been found insufficient by the Bombay authorities, and other special rates, having been already sanctioned for the followers of that Presidency,—it was found necessary to grant similar rates to the Madras and Bengal followers, as otherwise discontent might be expected, if the latter

found that they were expected to perform similar duties in the same locality, and under like circumstances, at considerably less rates of pay.

The inconvenience of this apparently unavoidable measure may possibly be experienced in the event of Bengal troops being hereafter employed on foreign service.

One result of the existing arrangement was that every follower in the list, including the lowest classes, received considerably more than the Sepoy, many even of the menials, from 50 to 100 per cent. more.

No serious difficulties had been experienced in obtaining the requisite followers in the Bengal Presidency, on promises of very much lower rates of pay; and as the reason for the existing high rates in Bombay was understood to be the greater cost of living at that Presidency. The Governor-General in Council was of opinion, that the great increase given to this class proceeding to Abyssinia was unnecessary, the pressure on account of which a high rate of pay was locally given being removed to a great extent when these men were on foreign service, and in receipt of clothing and free rations.

Sanction having, however, been already accorded to these rates by the Government of Bombay, no alteration was practicable as regarded the followers proceeding from that Presidency, and it was deemed inexpedient to issue any General Order on the subject applicable to all, including followers, proceeding from the other Presidencies.

It was to be feared that when, on arrival in Abyssinia, they found that similar classes from Bombay were receiving much higher rates of pay, discontent might arise on the part of the Bengal and Madras followers; but the Governor-General was of opinion that it appeared on the whole to be best to allow these men to proceed with their usual pay, extra service pay and free rations as already granted to them, and to leave Sir Robert Napier and the Government of Bombay to deal with the question should the difficulty arise that was apprehended.

This arrangement was accordingly carried out. The pay of all the followers on arrival in Abyssinia was by Sir Robert Napier made equal to those sent from Bombay.*

In this campaign, a Controller of Supply and Transport was attached to army in the field.

Duties of the Controller of Supply and Transport defined.

His duties and responsibilities being in some respects new in function as well as name, instructions were issued by the Bombay Government to define his position.

The Controller was to be the agent of the Commander-in-Chief in the field for all that concerned supply, transport, provisions, and clothing not supplied direct from the Clothing Department, and for communication with the Marine authorities in respect of requisitions touching sea transport.

Regarding land transport, he was to arrange, under the instructions of the Commander-in-Chief, and in communication with the Quartermaster-General as regarded strategical considerations and the nature of the country, the quantity and description of all transport to be maintained, apportioning it according to the wants of the various services, and being responsible for its organization and efficiency, as well as for its economic and judicious working. The number and material of the transport establishment was to be constantly checked by the Controller by means of musters and inspections, of which periodical returns were to be furnished to the Commander-in-Chief. The

* For pay of followers engaged in Egypt, *see* Chapter XXV.

organization of local auxiliary transport, and its incorporation with the regular transport, was to be an important duty of the Controller.

Recommendations for promotion in the Transport Corps were to be made on the same principle as in the rest of the army. The Director of the Train was to submit the promotions to the Controller for the approval of the Commander-in-Chief.

He was to exercise, under the authority of the Commander-in-Chief, immediate direction over the departments concerned in supplying the troops with provisions, forage, fuel and light. The collection of supplies, the economical application of local resources, the formation of depôts and reserves, the arrangements for custody, preparation, and distribution of food for man and beast, were to be performed under the general direction of the Controller, who was to keep the Commander-in-Chief informed of the state of such supplies.

He was to authorise, with the sanction of the Commander-in-Chief, subject to the confirmation of Government, all expenditure not provided for by regulation.

He was to be responsible that all accounts, returns, and other documents required by the existing system were duly rendered by the officers of the departments under his control.

He was to submit to Government all demands, from what department soever, for supplies from India, and he was to report to Government all extraordinary sanctions of expenditure of money and stores, laying copies of his reports to Government before the Commander-in-Chief.

In taking up in India the position of Controller of Supply and Transport, he was directed not to interfere with the function and authority of the Commissary-General; and his own function, until departure of the force, was to be restricted to organization of the field arrangements and such general cognizance of all preparations as would enable him to keep the Commander-in-Chief perfectly informed, together with the duty of communicating to Government the Commander-in-Chief's wishes in connection with the preparations.

The Controller was thus made the channel of submission for demands for supplies from England as well as from India, on the understanding that the Commander-in-Chief of the force was responsible that the supplies indented for were such as were actually required for the use of the Expedition. Power was, however, reserved to the Controller to act, in case of emergency, in the absence of the Commander-in-Chief.

Warm clothing to clerks.

Clerks entertained for service in Abyssinia were each supplied with warm clothing according to the following scale, gratis :—

2 Cholera Belts.
2 Flannel Shirts.
2 Pairs Worsted Socks.
1 Waterproof Sheet or Blanket.
1 Pair Leather Gaiters.

A pony granted for each clerk.

A free passage on board ship for one pony, from India to Abyssinia, was allowed to each clerk, the clerks paying for forage supplied by the Commissariat Department.

Free rations for clerks.

Free rations from the Commissariat Department were sanctioned for each clerk.

Camp equipage for clerks.

Camp equipage for their personal use, and carriage for the same and for their private baggage, was to be provided at their own expense. They, however, lived in the office tents during the campaign.

Free rations to all persons in subordinate civil capacity.

All Commissariat Inspectors and other persons employed in a subordinate civil capacity in Abyssinia in connection with the Expedition, were also admitted to the grant of free rations.

Rules for return to India of non-military unfits.

During the campaign non-military public servants (including Clerks, Commissariat Inspectors, and all public followers), allowed to return from Abyssinia to their own country as unfits, were paid up to the date of embarkation at Zula, and received besides a gratuity of a month's pay at the field rate. On arrival in India, they were provided with a free passage to their homes. This passage was restricted to conveyance by rail or water, and furnished, on the requisition of the head of the Department to which each applicant belonged, who was responsible that it was given *bonâ fide* for the purpose above stated.

It was a condition of the grant of passage, that it must be availed of within a month after landing in India, unless sickness should cause a longer detention, which had to be proved to the satisfaction of Heads of Departments.

Rules regarding issue of camp equipage to officers and others on payment.

The Bombay Government allowed the issue, for payment, of camp equipage of a light description, to officers and others, for their personal use in Abyssinia.

The amount charged in each case was to be determined by the Commissary of Ordnance, who preferred the bill for the same, as soon as the issue took place.

The principle of valuation was this :—For new tents the full value was to be charged, for tents not injured by use, the same, or a fair valuation between it and two-thirds thereof, and for tents used any time two-thirds of the full value.

The full value of tents issued for payment was as follows :—*

	Rs.
Tents, Native Soldiers, double poled	290
„ „ single poled	160
Tents, bell-shaped, with a second-cloth	70
„ „ without „	40
Rowties from Madras	150
Necessary Tents	45

Bills for tents supplied to officers of the British Army were sent for recovery to the Paymasters and Commanding Officers of regiments and batteries, and bills against all others were forwarded to Field Paymasters.

The officer receiving the bill was ordered to attach a certificate, as below,† under his signature to one copy of it, and return it to the officer by whom it was preferred, for the purpose of being appended to his stock account; the other copy he was to retain and submit as a voucher to the credit given in his own accounts for the amount of the bill.

From regimental officers recovery was either made at once, or, at the option of the purchaser, by monthly instalments of not less than 20 rupees from each officer when a tent was issued between two, and of 40 rupees from those who obtained each a tent for his sole use.

On the completion of the service, the tents were received back into store at a valuation fixed by a Committee composed of a Commissary of Ordnance, or an Officer of the Quartermaster-General's Department, and two other officers.

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* For description of Tents, see Chapter XXIX.

† "This is to certify that the above amount will be credited to Government in my accounts for the months f———."

For European soldiers' tents granted by Government for day use in the low land of Abyssinia no charge was made.

The mode of recovery for all descriptions of supplies, such as rations, forage, carriage, &c., made on payment to officers and others in Abyssinia, was the same as that observed in effecting recovery for malt liquor and rum issued to canteens. Mode of recovery for all supplies issued.

At the close of the month, the Commissariat Officer and Director of the Land Transport Corps furnished the Paymasters of British regiments, and Commanding Officers of batteries and Native regiments to which the individuals supplied belonged, a bill, in duplicate, showing the nature and amount of the supplies made to each person. A similar bill, also in duplicate, was sent to the Field Paymaster of the Division, on account of supplies made on payment to officers and others not serving regimentally.

The officer receiving the billwas or dered to attach a certificate, as before, under his signature, to one copy of it, and return it to the officer by whom it was preferred, for the purpose of being appended to his stock account; the other copy he was to retain and submit as a voucher to the credit given in his own accounts for the amount of the bill.

It having been decided that the value of all stores in possession of troops embarking for Abyssinia should be debited to Her Majesty's Government, and credit afforded for the value of those which might be brought back to India, attention was invited to the necessity for having the accounts in connection therewith prepared with the utmost care and correctness, with the view not only of saving much after trouble to all concerned, but in order that a lengthened correspondence with the Home Authorities might be averted. Accounts in connection with stores in regimental charge.

To this end, Commanding Officers were requested to consider and determine, beforehand, what articles of store it might be expedient for troops to take away, so that Committees might understand clearly what articles were to be exhibited in their reports.

The Form of Inspection Return to be adopted by Committees contained 8 columns, as under, viz.:—

No. 1. Articles.
„ 2. Total number in possession.
„ 3. Condition at time of inspection.
„ 4. Date and place when issued.
„ 5. Proportion charged with reference to time and wear.
„ 6. Rate or original value per War Office Circular when obtainable.
„ 7. Present value.
„ 8. Remarks.

Columns No. 2, 3, 4 and 8, explain themselves sufficiently.

Column No 1 was to contain the established nomenclature, as obtaining in India, except in the case of arms.

Column No. 5, in the case of new articles, was to contain the word "full"; but if the articles had been already in use for any time, the unexpired portion of the period which they were expected to last was to be entered. The period of duration on which such entries were to be based was shown in Art. 160, Section III., No. 1 Appendix to the Bombay Military Code, except in the case of arms, the entries made in reference to which were to be made as shown below,* one-tenth being exhibited for all arms of the kind which might have been in use for eight years or more.

When no period of duration was fixed, the proportion of original value to be charged was to be determined in reference to the condition of the stores at the time of

* Full, $\frac{7}{8}$ths, $\frac{6}{8}$ths, $\frac{5}{8}$ths, $\frac{4}{8}$ths, $\frac{3}{8}$ths, $\frac{2}{8}$ths, $\frac{1}{8}$th, $\frac{1}{10}$th.

inspection, and entered according to the examples already given in reference to other stores.

Column No. 6 was to contain, not single rates as might be understood, but the aggregate original value, in English currency, of each kind and condition of article, 2*s.* being taken as the equivalent of a rupee. The single rates underlying such aggregate value were to be taken from the Ordnance Rate List; or, if deemed necessary, obtained by application from the Ordnance Examiner's Office, Bombay.

Column No. 7, which was also to be filled in, was to show the aggregate present value according to the time the stores still had to last, and according to the proportion of original value fixed by the Committee as shown in column No. 5, such present value being based on the value appearing in column No. 6, or, in the case of arms, taken from the rates laid down for the several periods, one-tenth the sums in the column "Original Value," being adopted for arms which had lasted eight years or more.

It was afterwards ruled that the 5th, 6th, and 7th columns of the Inspection Return were to be filled in by the Account Department. These columns were therefore to be left blank by the Boards of Survey, who were to confine themselves to carefully filling in columns 1, 2, 3, and 4, and also 8, if necessary.

Account of hospital and medical stores.

Hospital and medical stores were not to be included in the Inspection Returns, but a complete list of such hospital stores only as might be taken with charges, was to be furnished by Medical officers to the Examiner of Medical Accounts, and their condition reported against each article in a column of remarks.

All medical stores on hand were ordered to be returned to the Principal Medical Storekeeper, by whom medicine chests, complete, were issued in their place to medical charges, for use in the field. These issues were shown in the accounts of the Medical Store Department.

Returns of clothing.

The returns of clothing taken were to be distinct from those of Ordnance Stores, having a separate outer sheet signed on the back by the Inspecting Officers, and they were to be prepared in duplicate, like the returns of Ordnance Stores.

The value of all the clothing of a regiment was not the same; it was necessary, therefore, that the Inspection Reports should show the clothing in possession of the different ranks separately, thus:—

In the case of European Troops.

(Name of article) { Staff Serjeants. / Serjeants. / Rank and File.

In the case of Native Troops.

(Name of article) { Native Officers. / Havildars. / Rank and File.

Percentage charged on Europe imported stores.

Under instructions from the Controller-General of Military Expenditure, 5 per cent was added on account of departmental expenses, to charges for Europe imported stores supplied for the use of the Abyssinian Expedition; this item being separately shown.

The term "Europe imported stores" was applicable only to articles imported by the Government in India, and not to such imported stores as might be purchased in India by the State.

Returns of regimental necessaries.

With a view to the proper adjustment of the value of necessaries which regiments and batteries ordered on foreign service might be taking with them from India, for

supply to the men in the field, Commanding Officers were requested to send to the examiner of clothing accounts, prior to embarkation, a valuation statement in duplicate of such stores; and a similar statement was to be furnished to him on the return of their regiments and batteries to India, of the necessaries in store that might be brought back to India.

Paymasters were ordered to be careful to show recoveries for articles issued to the men after leaving India, distinct from any recoveries for issues made in India, when crediting such deductions in their accounts. The two credits were to be supported by separate vouchers.

Financial arrangements made in Bombay up to the 30th of November 1867.

By the end of November, the financial arrangements made in Bombay for the expedition may be summed up as follows:

Estimates had been furnished to the Accountant-General, Bombay, of the probable extent to which provision would have to be made for the pay* of the troops of the three Presidencies proceeding on service, calculated for six months, allowing a considerable margin for allotments and remittances, as well as on account of the advance which officers and corps were allowed to take up before embarkation.

Two Paymasters and a Treasurer appointed.

Two Field Paymasters had been appointed. A Treasury officer also had been sanctioned, who, it was proposed, should be stationed at or as near the point of debarkation of the troops as possible. His duties would be to receive and account for all remittances of treasure of all kinds for the use of the force, from whencesoever received; to meet all requirements of the Field Paymasters; and to personally see to the transmission of consignments of treasure under proper convoys.

Forms.

Forms of allotment papers and of family payments had been drawn up and printed, by which officers and men could allot to their families or agents in India such sums as they wished them to receive. Payments were to be made of these allotments and family moneys regularly month by month, within the first ten days of each month, until the payment was stopped or altered by intimation from the allotters, or till intimation of death was received. In addition to this, remittances were to be made by Field Paymasters from each issue of pay, to such extent and to such places in any part of India as might be required.

Remittances.

Officers' and soldiers' remittances to Europe had also been fully provided for month by month; and as the amounts remissible under the Regulations were trifling, as compared with the wants of officers' families in England, Government had been asked to allow of remittances being increased to any extent required by remitters within the full amount of their pay. This arrangement was represented as advantageous to the Home Treasury.

Regimental accounts.

All regiments, European and Native, of the Cavalry or of the Line, as well as all batteries, were to submit their accounts on printed forms lately introduced, and only in original, as was done in India. All duplicates and triplicates were to be made in Bombay in the Finance Offices. In fact, the arrangements reduced the clerical work, as far as Paymasters were concerned, in the field, of all arms and individuals, to a minimum. Regiments, &c., were to provide themselves before embarkation with forms sufficient to last for four or five months; and ample supplies of these were also to be sent to the field, under charge of the Field Paymasters and Treasury Officer, to meet all demands.

All accounts between the Crown and the Indian Government were to be framed, classified, audited, and finally disposed of, in the Bombay Finance Offices.

The Accountant-General was communicated with, in view to a supply of specie equal

* 32 Lacs for Pay, &c.; 30 Lacs for Commissariat.

to six months' requirements for the Pay and Commissariat Departments in the field, being prepared for the purpose of being taken with the Paymasters to Abyssinia.

Duties of Treasurer.

A Treasury Officer was appointed, who, as before stated, was to be stationed at the port selected for the debarkation of the force and as the base of communication. His duties were to receive charge of all treasure sent for the use of the expedition from whatever quarter, and to see it properly secured and packed ready for transmission to the force. Treasure sent from India was packed in boxes of suitable size and weight for mule carriage, but if supplies arrived from other quarters not so packed, the Treasurer was to repack them when absolutely necessary for convenient carriage.

The Treasurer was to pass receipts in duplicate for every consignment of specie received by him, one copy being sent to the Accountant-General, and the second to the Military Accountant. He was moreover to furnish an advice of each consignment received to the Field Paymasters for their information, and to keep both the Controller of Supply and Transport and the Field Paymasters informed from time to time of the balance of cash in his hand, and send them intimation of all funds of the despatch of which he might receive advice.

The only account which the Treasurer was required to render was a cash account, at the end of each month, to the Military Accountant, showing the treasure received by him, each consignment separately in its order, and the supplies sent by him to the Field Paymasters, which were to be exhibited in the same manner, supporting each entry by the duplicate receipt provided for above for money received, and by the Field Paymaster's cheque for each supply transmitted, consigned to that officer, during the month. When the Paymaster's receipt came to hand, one copy was to be sent to the Military Accountant, the Treasurer indicating the debit in his cash account to which it refers.

The Executive Commissariat Officer of the force, stationed at the same place as the Treasurer, was to receive funds for the public service from the Treasurer, on his requisitions countersigned by the Controller of Supply and Transport, the Treasurer supporting the entry of each such transaction in his cash account by the Commissariat officer's receipt for the money.

Similar requisitions made by any other officer of the force were to be cashed by the Treasurer in the same way, provided always that they bore the sanction of the Officer Commanding the force, under the counter-signature of the Controller of Supply and Transport, when such obtainment would not cause too much delay. When this was the case, an emergent receipt, signed by the Senior Military Officer at the station, was to be accepted, till the order through the Controller of Supply and Transport could be obtained.

Duties of Field Paymasters.

The Field Paymasters were to be careful that they had never less cash in hand than would meet three months' requirements; of the extent of the sum so required they would be enabled to judge by the information they carried from Bombay, and by the monthly estimates they received in the field from Paymasters and Commanding Officers of regiments and batteries, and from the disbursing officers of departments, which would show the extent of funds they would require for the issue of pay and for other disbursements in Abyssinia. The Paymasters were to take care that these estimates were furnished punctually.

In addition to the three months' supply to meet regular monthly payments, the Paymasters were always to be in a position to meet any urgent demands made upon them by order of the Officer Commanding in Chief for secret service or other political expenditure. The probable extent to which provision on this account was to be made,

the Field Paymasters were to ascertain by application, through the Controller of Supply and Transport, from time to time.

Regimental Paymasters and Commanding Officers were enjoined to advise the Paymaster always how much of each month's estimates would probably be required to be paid in cash, and how much appertained to remittances to India and Europe.

The Field Paymaster was to draw on the Treasurer by means of cheques; the Treasurer was to comply with these demands as opportunities offered, for which the Field Paymaster was to arrange with the chief military officer of the force present. With each convoy the Treasurer was to send an advice containing full particulars of the consignment, the descriptions of coin, the number of boxes (which were to be numbered consecutively, the number being marked on each on all four sides), the contents and weight of each box (the weight being marked on the boxes like the numbers), the officer in charge of the convoy, the date of despatch, and any other information which circumstances might show to be needful. A form of advice was annexed, and a supply of these was taken by the Treasurer. These advices were to bear a separate consecutive number.

One copy of this advice was to be made over to the officer in charge of the convoy, and a second copy sent at the same time through the post to the Field Paymaster, a third copy following by the next post, also to the address of the Paymaster.

The consignment, on arriving at its destination, was to be carefully examined in the presence of the officer who came in charge of it, the Paymaster, and a third officer whose appointment to this duty was to be obtained by the Paymaster, and who was to be President of the Board. The proceedings were to be framed in duplicate, one copy, duly signed and dated, being sent to the chief military officer of the force present, and the other recorded in the Paymaster's office, a copy being always sent to the Military Accountant by the Paymaster.

The original and triplicate of each advice of treasure despatched was to be sent to the Field Paymaster, by two different posts, as above provided. On the receipt of the consignment he was to sign the former and return it to the Treasurer, together with a receipt in duplicate for the amount received. One copy of this receipt the Treasurer was to retain for his records, and the other he was to send to the Military Accountant, together with the signed advice received back from the Paymaster.

The Paymaster was also to sign the copy of the advice brought by the officer in charge of the consignment, and return it to him.

The Paymasters were to obtain the necessary supplies of forms, stationery, and stamps sufficient to meet all requirements for six months.

They were to disburse all the moneys required by the expeditionary force, whether for regimental, departmental, or political purposes.

The payments to British regiments and batteries was to be made on estimates countersigned by the Commanding Officers of regiments, and the senior Officer Commanding the force present.

The payments to Native troops were to be made as in quarters, on pay-lists and general states, which were to be dealt with by the Field Paymasters in the manner laid down in the instructions for the guidance of Divisional Paymasters in reference to the drawing and issuing the pay and allowances of Native regiments. By this it was not intended that Field Paymasters should do more than verify the calculations, and, as far as possible, without inconvenience prevent manifest errors, and the omission of vouchers.

Only one copy of the pay-list and general state was to be rendered by Native troops, as in quarters.

The Staff and Departments were to be paid on abstracts to be preferred in duplicate in the same manner as when they were in quarters in India.

The Field Paymaster's account was to be furnished by every opportunity; monthly consecutive numbers being used; a fresh account was to be commenced each month. It was to be a simple statement of receipts and disbursements, supported in every instance by a voucher as regarded the disbursements, and whenever necessary as regarded the receipts. The debits for payments to European troops were to be supported by the receipts or cheques of the Paymasters and Commanding Officers.

The receipt side was to show only cash received, and not deductions or recoveries from pay abstracts, except in the case of advances made in anticipation of abstracts or bills.

The receipts and payments were to be entered up in the account as they were made daily, so that the account could be closed and despatched by the post at the shortest notice.

The general states of Native regiments, and the pay abstracts of Staff and Departments, were to be completed by the Field Paymasters with all deductions, and were to show the amounts paid, corresponding with the disbursements charged in their accounts, every voucher being numbered corresponding with the number against each entry in the account. A specimen marked "A" is annexed.

Advances, when necessary, in anticipation of bills, were to be charged to the personal head of the drawing officer as an advance, and supported by the officer's receipt. When bills were subsequently received, the advance previously made was to be credited to the officer, and the amount of the bill charged.

Advances to other disbursing officers, such as Commissariat, &c., and to Imprest Accountants, who were to render accounts to the Military Accountant, were to be charged off at once to personal heads supported by receipts.

The Paymasters were not to be required to prepare and furnish any lists of recoveries or remittances, or any other document besides the account of receipts and disbursements. The requisite information was to be extracted by the Military Accountant from pay-lists and abstracts, as completed by the Paymaster.

Any lists of remittances to Europe, received by the Paymasters, were to be forwarded on with the account in which the pay was included, from which the remittances were made; but where this would cause delay there would be no objection to the remittance roll being sent in advance with the usual docket, the Field Paymasters taking care to make the recovery from the first pay abstract of the remitter.

The Paymasters were to be responsible for the correct recovery of Service Fund subscriptions, and of all departmental bills or statements sent to them for that purpose. The bills or statements, as the case might be, were to accompany the account in support of the deductions in the pay abstracts.

Instead of furnishing a return of transfer receipts granted, the Paymasters were to transmit the counterfoils of all such receipts to the Military Accountant. The usual advices were to be sent to the Treasury officers, of all transfer receipts drawn on their treasuries.

CASH ACCOUNT OF THE TREASURY OFFICER, ABYSSINIAN FIELD FORCE, FOR THE MONTH OF _____.

CASH ACCOUNT OF THE TREASURY OFFICER, ABYSSINIAN

DR.

Date of Receipt.	No. of Voucher.	From Whom Received.	Particulars.	Rs.	A.	P.
			Balance	10,00,000	0	0
10th Oct., 1867 ..	1 (Send the original advice or bill of lading, the Treasurer keeping a copy)	H.M.'s Treasury, Bombay.	20 boxes said to contain each Rs. 2,000	40,000	0	0
			3 boxes said to contain each Rs. 4,000 sovereigns at par.* ..	1,20,000	0	0
			8 boxes said to contain each Rs. 1,000 Spanish dollars at 228¾ rupees per 100 dollars ..	18,300	0	0
			1 box of postage stamps (here give particulars)	3,000	0	0
12th Nov., 1867 ..	2	H.M.'s Treasury, Aden.	10 boxes said to contain each Rs. 2,000	20,000	0	0
15th Dec., 1867 ..	3	H.M.'s Secretary of State for India.	20 boxes said to contain each Rs. 2,000 "Maria Theresa" dollars at rupees 217-8-0 per 100 dollars*	87,000	0	0
				12,88,300	0	0

* When the boxes had to be opened in order to be repacked, or on any other account, the difference if any between the actual out turn and stated contents of the boxes was to be brought to account.

FIELD FORCE FOR THE MONTH OF 186 .

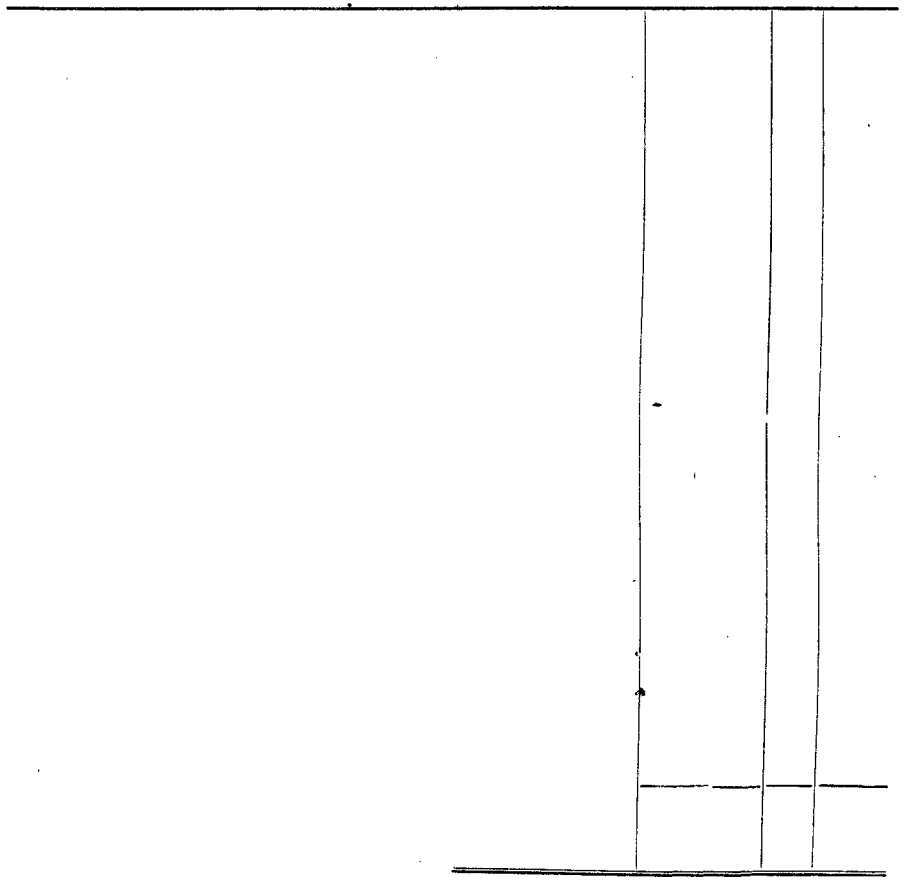
CR.

Date of Payment.	No. of Voucher.	To whom Paid.	Particulars.	Rs. A. P.
11th Oct., 1867..	1 (Field Pay Master's cheque or receipt of Commissariat or other officer on the spot authorised to take up advances.)	Field Paymaster Division	20 boxes containing each 2,000 "Maria Theresa" dollars at Rs. 217-8-0 per 100 dollars ..	87,000 0 0
			3 boxes each containing 4,000 Sovereigns at par	1,20,000 0 0
			Postage stamps	1,000 0 0
5th Nov., 1867 ..	2	Captain Smith, Assistant Commissary-General.	2,000 "Maria Theresa" dollars at 217-8-0 per 100 dollars ..	4,355 0 0
20th Dec., 1867 .	3	Ditto	.. ..	6,000 0 0
			Balance	*10,69,945 0 0
				12,88,300 0 0

Treasury Officer.

* The details of this balance in coin and stamps were to be written on the back of this account.

DETAILS of the Balance of Rupees 10, 69, 945 of this Account.



Treasury Officer.

ADVICE OF DESPATCH OF TREASURE.

No.

Dated at

the 186 .

To,

THE PAYMASTER,

DIVISION,

ABYSSINIAN FIELD FORCE.

Sir,

I beg to advise you of the despatch of treasure, consigned to you (particulars as below) :—

I. Date and No. of Paymaster's cheque.

II. Descriptions of coin and total quantity of each description.

III. Number of boxes despatched, numbered from 1 to .

IV. Contents of each box and its weight after being nailed down and corded ready for despatch.

No. of Box.	Contents.	Weight.

V. Name of Officer going in charge of the convoy.

VI. Date of despatch.

VII. Balance of treasure in hand.

VIII. Date and particulars of last advice or advices received of specie consigned to the Treasurer, but not arrived; and when the consignment is expected to reach.

I have the honour to be,
Sir,
Your most obedient Servant,

Treasury Officer.

ACCOUNT OF CASH RECEIPTS AND DISBURSEMENTS OF THE PAYMASTER, ABYSSINIAN FIELD FORCE, FOR THE PERIOD FROM

ACCOUNT of CASH RECEIPTS and DISBURSEMENTS of the Paymaster,

Date.	Receipts.	Amount.
		Rs. A. P.
Dec. 1	As per Schedule A.	
	Total	

NOTE.—Separate Schedules of Receipts were only to be used when the space on the receipt side of the account was insufficient for the entries to be made.

Abyssinian Field Force, for the period from

Date.	Disbursements.	Amount.
		Rs. A. P.
Dec. 1	As per Schedule B.	
„ 2	„ „	
„ 3	„ „	
„ 4	„ „	
„ 5	„ „	
„ 6	„ „	
„ 7	„ „	
„ 8	„ „	
„ 9	„ „	
„ 10	„ „	
„ 11	„ „	
„ 12	„ „	
„ 13	„ „	
„ 14	„ „	
„ 15	„ „	
	Total	

Paymaster, Abyssinian Field Force.

No. 1

A

2.

HER MAJESTY'S GOVERNMENT OF BOMBAY..... Dr.

ABSTRACT of Pay, &c., for the month of _____.

		Grand Total.	Divisional Paymaster's Total.
Pay and allowances of Captain Smith, Commissariat Department, for the month of _____		456 10 0	
Deductions.	Rs.		
Service Funds	21		
Remittance to Europe	150		
„ Transfer Receipts ..	64		
Rations as per Commissariat Statement, &c.	50		
Total Rs. ..	285	285 0 0	
Paid in Cash, Rs.		171 10 0	

Signature.

SCHEDULE B., DECEMBER.

Date.	Disbursements.	Number of Voucher.	Amount.
	Captain Smith, Commissariat Department ..	1	Rs. A. P. 171 10 0

NOTE.—A similar form of Schedule for Receipts, marked A, was prepared and supplied to the Paymasters.

Value of Maria Theresia Dollars in Indian currency.

The following Table shows the value of Maria Theresia Dollars in the Indian currency at the rate of 218¾ Rupees for 100 Dollars :—

Dollars.	Rs.	as.	Dollars.	Rs.	as.	Dollars.	Rs.	as.	Dollars.	Rs.	as.
1	2	3	26	56	14	51	111	9	76	166	4
2	4	6	27	59	1	52	113	12	77	168	7
3	6	9	28	61	4	53	115	15	78	170	10
4	8	12	29	63	7	54	118	2	79	172	13
5	10	15	30	65	10	55	120	5	80	175	0
6	13	2	31	67	13	56	122	8	81	177	3
7	15	5	32	70	0	57	124	11	82	179	6
8	17	8	33	72	3	58	126	14	83	181	9
9	19	11	34	74	6	59	129	1	84	183	12
10	21	14	35	76	9	60	131	4	85	185	15
11	24	1	36	78	12	61	133	7	86	188	2
12	26	4	37	80	15	62	135	10	87	190	5
13	28	7	38	83	2	63	137	13	88	192	8
14	30	10	39	85	5	64	140	0	89	194	11
15	32	13	40	87	8	65	142	3	90	196	14
16	35	0	41	89	11	66	144	6	91	199	1
17	37	3	42	91	14	67	146	9	92	201	4
18	39	6	43	94	1	68	148	12	93	203	7
19	41	9	44	96	4	69	150	15	94	205	10
20	43	12	45	98	7	70	153	2	95	207	13
21	45	15	46	100	10	71	155	5	96	210	0
22	48	2	47	102	13	72	157	8	97	212	3
23	50	5	48	105	0	73	159	11	98	214	6
24	52	8	49	107	3	74	161	14	99	216	9
25	54	11	50	109	6	75	164	1	100	218	12

Dollars bought in Vienna and shipped for Abyssinia.

The following Statement shows the number of dollars bought in Vienna, and shipped to Alexandria *vid* Trieste, for the use of the Abyssinian force, together with the contract price and amount paid :—

Number of Dollars.	Date of Delivery.	Contract Price.	Amount Paid.
	1867.	Fl. K.	Fl.
6,400	28th August . ..	2 62	16,768
5,000	2nd September . ..	2 63	13,150
2,000	9th „ ..	2 60	5.200
5,506	9th „ ..	2 63	14,465
50,000	9th „ .	2 61	130,500
20,000	10th „ ..	2 63	52,600
40,000	12th „ ..	2 61	104,400
10,000	13th „ ..	2 61	26,100
11,000	13th „ ..	2 61½	28,765
14,000	16th „ ..	2 61½	36.610
25,000	17th „ ..	2 61½	65,375
19,500	18th „ ..	2 63	51,285
20,500	18th „ ..	2 61	53,505
3,000	20th „ ..	2 61	7,830
13,000	21st „ ..	2 62	34,060
23,500	21st „ ..	2 61	61,335
27,000	24th „ ..	2 62	70,740

Number of Dollars.	Date of Delivery.	Contract Price.	Amount Paid.
	1867.	Fl. K.	Fl.
23,000	26th September ..	2 62	60,260
35,000	28th „ ..	2 61	91,350
3,000	28th „ ..	2 63	7,890
15,000	28th „ ..	2 62	39,300
12,000	30th „ ..	2 62	31,440
28,000	30th „ ..	2 61$\frac{1}{5}$	73,220
40,000	1st October . ..	2 61$\frac{1}{2}$	104,600
20,000	2nd „ ..	2 61$\frac{1}{3}$	52,300
7,000	3rd „ ..	2 61$\frac{1}{2}$	18,305
3,000	3rd „ ..	2 61	7,830
13,500	3rd „ ..	2 62	35,370
26,000	5th „ ..	2 62	68,120
19,100	7th „ ..	2 62	50,042
25,900	7th „ ..	2 62	67,858
50,000	10th „ ..	2 62	131,000
10,000	11th „ ..	2 62	26,200
10,000	11th „ ..	2 64	26,400
46,000	12th „ ..	2 62	120,520
10,000	14th „ ..	2 63	26,300
40,000	14th „ ..	2 64	105,600
12,900	16th „ ..	2 62	33,798
6,600	17th „ ..	2 62	17,292
10,000	17th „ ..	2 63	26,300
10,100	18th „ ..	2 64	26,664
27,500	19th „ ..	2 64	72,600
50,000	21st „ ..	2 64	132,000
16,400	23rd „ ..	2 64	43,296
15,000	24th „ ..	2 64	39,600
12,000	25th „ ..	2 64	31,600
19,000	26th „ ..	2 64	50,160
30,000	28th „ ..	9 64	79,200
100	29th „ ..	2 64	264
6,400	29th „ ..	2 63	16,832
4,100	31st „ ..	2 63	10,783
		s. *d.*	£ *s.* *d.*
26,500	19th December ..	4 3$\frac{1}{4}$	5,658 17 1
35,000	23rd „ ..	4 3$\frac{1}{4}$	7,473 19 2
20,000	24th „ ..	4 3$\frac{1}{4}$	4,270 16 8
35,000	27th „ ..	4 3$\frac{1}{4}$	7,473 19 2
35,000	31st „ ..	4 3$\frac{1}{4}$	7,473 19 2
	1868.		
20,000	3rd January ..	4 3$\frac{1}{4}$	4,270 16 8
35,000	4th „ ..	4 3$\frac{1}{4}$	7,473 19 2
47,000	8th „ ..	4 3$\frac{1}{4}$	10,036 9 2
40,000	13th „ ..	4 3$\frac{1}{4}$	8,541 13 4
41,000	14th „ ..	4 3$\frac{1}{4}$	8,755 4 2
16,200	16th „ ..	4 3$\frac{1}{4}$	3,459 7 6
31,000	17th „ ..	4 3$\frac{1}{4}$	6,619 15 10
16,000	18th „ ..	4 3$\frac{1}{4}$	3,416 13 4
74,300	20th „ ..	4 3$\frac{1}{4}$	15,866 2 11
			100,791 13 4*

* Equal 1,203,600 florins.

Number of Dollars.	Date of Delivery.	Contract Price.	Amount Paid.
	1868.	Fl. K.	Fl.
28,500	22nd January ..	2 55	72,675
48,500	23rd „ ..	2 55	123,675
35,000	25th „ ..	2 55	89,250
65,000	27th „ ..	2 55	165,750
40,000	28th „ ..	2 55	102,000
18,000	30th „ ..	2 55	45,900
60,000	31st „ ..	2 55	153,000
48,000	3rd February ..	2 55	122,400
35,000	4th „ ..	2 55	89,250
94,000	11th „ ..	2 55	239,700
100,000	5th „ ..	2 54½	254,400
50,000	6th „ ..	2 54½	127,250
50,000	8th „ ..	2 54½	127,250
45,000	12th „ ..	2 54½	114,525
81,000	15th „ ..	2 54½	206,145
106,000	18th „ ..	2 54½	269,770
44,000	20th „ ..	2 54½	111,980
100.000	24th „ ..	2 52	252,000
30,000	25th „ ..	2 52	75,600
58,200	26th „ ..	2 52	146,664
42,000	27th „ ..	2 52	105,840
80,000	28th „ ..	2 52	201,600
60,000	29th „ ..	2 52	151,200
60,250	2nd March ..	2 52	151,830
89,800	3rd „ ..	2 52	226,296
50,000	5th „ ..	2 52	126,000
50,000	6th „ ..	2 52	126,000
40,000	7th „ ..	2 52	100,800
60,000	10th „ ..	2 52	151,200
40,000	12th „ ..	2 52	100,800
50,000	14th „ ..	2 52	126,000
30,000	16th „ ..	2 52	75,600
40,000	17th „ ..	2 52	100,800
50,000	19th „ ..	2 52	126,000
19,750	20th „ ..	2 52	49,770
118,843	10th April ..	2 46½	292,948
81,500	11th „ ..	2 46½	200,897½
70,000	16th „ ..	2 46½	172,550
110,000	18th „ ..	2 46½	271,150
60,000	20th „ ..	2 46½	147,900
100,000	21st „ ..	2 46½	246,500
40,000	23rd „ ..	2 46½	98,600
75,000	24th „ ..	2 46¼	184,875
50,000	27th „ ..	2 46½	123.250
40,000	28th „ ..	2 46½	98,600
100,000	1st May ..	2 46½	246,500
100,000	4th „ ..	2 46½	246,500
30.000	6th „ ..	2 46½	73,950
50 000	7th „ ..	2 46¼	123,250
60,000	8th „ ..	2 46½	147,900
50,000	9th „ ..	2 46½	123,250
40,000	12th „ ..	2 46½	98,600
32,657	14th „ ..	2 46½	80,497½
Total dollars, 4,530,000		Total florins ..	11,487,402*

* Or at the average rate of 4*s.* 3¼*d.* per dollar, equal to 969,343*l.* 15*s.*

The following Statement shows the purchase of sovereigns for the use of the force :— Purchase of sovereigns.

Date of Payment.	Particulars.	Amount.
1867.		£ s. d.
18th October ..	50,000 sovereigns to Political Agent at Aden ..	50,000 0 0
24th „ ..	Freight charges.. ..	1,003 10 0
19th November ..	30,000 „ to Captain Willoughby . ..	30,000 0 0
	Freight charges.. ..	158 18 2
17th December ..	25,000 „ to Captain Willoughby. ..	25,000 0 0
	Freight charges.. ..	126 10 3
1868.		
17th January ..	35,000 „ to Captain Willoughby. ..	35,000 0 0
22nd „ ..	Freight charges.. ..	177 12 0
26th February ..	75,000 „ to Captain Willoughby ..	75,000 0 0
28th „ ..	74,000 „ „ „	74,000 0 0
3rd March ..	Freight charges.. ..	755 18 3
26th „ ..	120,000 „ to Captain Willoughby ..	120,000 0 0
	Freight charges.. ..	608 8 4
22nd April ..	150,000 „ to Captain Willoughby ..	150,000 0 0
	Freight charges.. ..	760 10 9
21st May ..	150,000 „ to Captain Willoughby ..	150,000 0 0
	Freight charges.. ..	760 10 9
Total.. ..	701,000 „ at a cost of	713,351 18 6

On the 3rd of January, 1868, when Sir Robert Napier arrived at Annesley Bay, the amount of treasure then at Zula was as follows :— Amount of treasure at Zula on the landing of the Head-Quarters of the force.

	Dollars.	Rupees.	Sovereigns.
On board transport, "Indian Chief ..	650,000	776,600	..
On shore at Zula	12,493	88,000	13,555
Total	662,493	864,600	13,555
Total value in Rupees ..		2,449,354	

Treasure was landed at Zula and sent on to the advanced posts under escorts as required. The following Statement shows the amount in the country on the 11th of March, 1868, when the Head-Quarters of the Army were at Antalo, half way between Zula and Magdāla, and one month before the force reached Magdāla :— Amount of treasure at Antalo on the 11th of March, 1868.

	Rupees and small coin.	Sovereigns.	Dollars.	Total Value.	
				Rupees.	annas
With the Field Paymaster	10,00,000	..	5,00,000	20,94,750	0
With Army Head-Quarters	..	..	50,000	1,09,375	0
With the Treasurer	19,50,000	..	1,44,857	22,66,874	11
At Zulla—					
Per "Golconda"	.	25,000	1,63.197	6,06,993	7
Per "Scinde"	..	..	2,02,000	4,41,875	0
Per "Earl Canning"	..	..	20,000	43,750	0
Per "Nymph"	..	..	2,48,000	5,42,500	0
Total	29,50,000	25,000	13,28,054	61,05,118	2

Officers allowed to remit their full pay to England or India.

Under the authority of tho Government of India, the drafts of the Paymasters of the force on account of remittances of Officers and others belonging to the force, were paid by all Civil Treasuries throughout India, the Paymasters furnishing themselves with lists of the Treasuries, and owing to the sudden demand for dollars with the advance of the army, it became matter of great consideration that every facility should be afforded to officers to remit to England the full amount of their pay, so that these valuable dollars might be economized. Under these circumstances, the Commander-in-Chief in Abyssinia sanctioned this course by transfer receipts granted on England in the same manner as on India. Officers were thus enabled to receive transfer receipts on England or India for the full amount of their pay. Under the arrangements noted throughout this chapter, the force was supplied with all necessary funds, and the Treasurer and Paymasters were enabled to meet all the requirements for funds of the several Departments, and of individual officers and men.

CHAPTER VI.

PREPARATIONS IN INDIA.—ORGANIZATION OF THE FORCE.

Enquiry as to the time requisite to prepare in India.

On the 10th July, 1867, the Secretary of State for India telegraphed as follows to the Governor of Bombay:—

How soon, if an expedition to Abyssinia were determined on, could the force be ready to start from Bombay fully equipped and provisioned; and what assistance from home would you require?

The following replies were sent by telegraph.

Telegrams from Bombay in reply.

13*th July*.—I have asked the Military Department to furnish a confidential report, so as not to attract attention, and will send it when it is received. As the commissariat will take the longest time, and the Commissary-General says four months, this may be assumed as the probable time. The carriage will be the principal difficulty. Only blankets will be wanted from home. If the expedition be determined on, early orders are requested.

18*th July*.—The time required will be longer, owing to the difficulty of getting mules enough; perhaps 500 can be obtained here, and 2,000 or 3,000 elsewhere, but I cannot say till we try. We shall want many thousand more. Other carriage must be performed by camels; some can be got here, the rest from Arabia and the Persian Gulf. Their purchase must be commenced as soon as the expedition is decided upon. The other arrangements will take three months. The force mentioned in your private letter is larger than Colonel Merewether asked; a reduction would make a great difference.

And on the 16th and 17th of the same month the Secretary of State for India addressed the subjoined letters to the Governor-General of India, and the Governor of Bombay:—

To the Governor-General of India in Council.

Sir, 16*th July*, 1867.

Letter from Secretary of State to the Governor-General, dated the 16th July, 1867.

I forward for your Excellency's information copy of a communication I have received from the War Office, enclosing a letter from Lord Stanley, relative to the present state of affairs in Abyssinia.

2. The inquiries of Lord Stanley are evidently framed upon the assumption that the Imperial Government, if compelled to resort to force for the release of the British subjects now in captivity in that country, would desire that the force should be equipped at and take its departure from Bombay. I have considered it proper, therefore, with a view of saving time, to refer the correspondence direct for the consideration of the

Government of that presidency; and I forward for your Excellency's information copy of my despatch upon that subject.

3. I shall be glad, however, to be favoured with the opinion of your Excellency in Council at as early a date as possible.

To the Governor of Bombay in Council.

Sir, 17*th July*, 1867.

Secretary of State's letter to the Bombay Government, dated the 17th July, 1867.

I forward, for the consideration of your Excellency in Council, copy of a letter from the Secretary of State for War, with enclosure, having reference to the measures which it may be found necessary to adopt, with a view to the release of certain British subjects now under restraint in Abyssinia.

2. Your Excellency will observe from the enclosed letter from Lord Stanley to the Secretary of State for War that, although there is no present intention of having recourse to hostile measures, Her Majesty's Government consider it desirable that they should be furnished with all the necessary information, in case of such measures becoming hereafter inevitable. With this view Lord Stanley is desirous of obtaining advice and information upon the following points:—

I. What amount of force is considered needful? What should it consist of? And by whom should it be commanded?
II. Assuming Bombay to be the base of operations, how long, after receiving from England orders to prepare the force, would it take to ensure its being ready for service?
III. What arrangements would be made for its transport?
IV. At what point would it be proposed to land it, bearing in mind that it is essential, if possible, to avoid landing on Egyptian territory?
V. What commissariat arrangements would be requisite?
VI. What reserve would be necessary to ensure success, and how is it proposed to keep this supplied.
VII. Whether any and what preliminary steps would have to be taken?

3. The nomination of the officer to command the expedition, if finally determined upon, would rest with the authorities in this country; but I request that I may be furnished, at the earliest date possible, with the opinion of your Excellency in Council upon the other several points noticed in the above extract from Lord Stanley's letter, and with such further information bearing upon the subject as your Excellency may be in a position to afford.

Telegram from Secretary of State, dated the 27th July, 1867.

The following telegrams from the Secretary of State for India, with their replies from the Governor of Bombay, illustrate the next steps taken to prepare for the expedition:—

Telegram from the Secretary of State for India to the Governor of Bombay, July 27th, 1867.

What is the latest date at which operations in Abyssinia can be commenced, with the prospect of finishing them this season? Can you have a sufficient force ready by that time? When should the collection of transport animals be commenced? Will you be able to provide adequate despatch boats, to be placed at the disposal of Colonel Merewether?

Reply dated July 29th, 1867 :—

The operations ought to commence by January, in order to be finished in one season. I can have the force ready in time, provided only I can obtain animals, which should be collected immediately. We shall want wagons and some stores from home. To obtain transports now is easy, but if the decision is long delayed, we must use new transport ships. It would have been better to have commenced earlier. Reply from Bombay.

Telegram from the Secretary of State for India to the Governor of Bombay, August 1st, 1867.

Collect the transport animals, and make known to us without delay what you require from England. Tell the Government of India. Order to collect Transport animals.

Telegram from the Secretary of State for India to the Governor of Bombay, August 6th, 1867.

Is Massowah proposed by Sir Robert Napier as the place of landing? What amount of force does he propose to send? Landing place proposed.

Reply dated August 9th, 1867 :—

Colonel Merewether has not arrived, and, therefore, opinions may change, but at present the Commander-in-Chief prefers Massowah, and proposes a force of 12,000 men, —four field batteries, one squadron of European Cavalry, four regiments of Native Cavalry, three regiments of European and eight regiments of Native Infantry, two companies of Sappers and Miners, a mountain train, and the Punjab Pioneers. I have no doubt that this may be reduced; for such a force, with followers, rations alone for 30 days would need 10,000 mules, or 5,000 mules and a great many camels. Officers will start immediately to Massowah for information, and to Bussorah, Bushire, and Mokha for transport animals. Have you selected Colonel Merewether to be Commander-in-Chief? It is most important to know this. Our requisitions are 4,000 of each of the following articles :—serge, flannel shirts, Guernsey shirts, stockings, nightcaps, and gloves; 500 great-coats, blankets, and boots, spare boots and laces; 12,000 pounds salt beef, 70,000 pounds of pork, 35,000 pounds pressed potatoes and compressed vegetables, 30,000 pounds of dessicated milk, 50 dozen bottles of essence of beef, 100 dozen half-pound bottles ditto, 500 tons of compressed hay, waterproof sheeting for 30,000 men and followers, 2 Perkin's portable steam ovens and portable cooking range, 2,000 waterproof covers instead of tarpaulins, 1,000 bell tents, 50 hospital tents. Force and Transport proposed by Government of Bombay. Requisition for supplies.

By the 13th August, the Cabinet having decided on sending the Expedition, the following telegram was sent to the Government of Bombay, and the nomination of Sir Robert Napier to the command in chief was telegraphed at the same time :—

Telegram from the Secretary of State for India to the Governor of Bombay, 14th August, 1867.

Authority should be given to the Officers to draw on Bombay. The Government of India have been instructed to supply you with funds. Purchase the steamers. Tell Sir Robert Napier to make a peremptory demand for the delivery of the captives, and to follow it up by such measures as he thinks expedient. We leave all preparatory measures to your discretion. Your requisitions will be complied with. All preparatory measures left to the discretion of the Bombay Government.

On the 16th of August, the Secretary of State for India addressed the following letter to the Government of Bombay:—

Secretary of State's letter to the Bombay Government, dated 16th of August, 1867.

Sir,

Your Excellency has already been made acquainted, by the various telegraphic messages which I have addressed to you, and by my confidential letter of the 31st July, with the views of Her Majesty's Government relative to the measures to be taken in order to support the demand which Her Majesty has been advised to make upon King Theodore of Abyssinia.

Her Majesty has been unwilling to have recourse to measures of force, until every peaceable means of obtaining the release of the British subjects whom the King so unjustifiably detains had been exhausted; and, as the King's professions have never ceased to be amicable, although he has failed to give effect to them, Her Majesty has till recently contented herself with making friendly representations, which she had hoped would be attended to.

It having now, however, become manifest that the King will not release the captives until he is compelled to do so, Her Majesty has resolved on making a final and more peremptory demand upon him, and on supporting that demand by adequate military operations.

Expedition to be organized in India and placed under the command of Sir R. Napier.

Her Majesty's Government are of opinion that the contemplated expedition should be organised in India, and that Bombay should be selected as the base of the operations. It is their desire that it should be placed under the command of Lieutenant-General Sir Robert Napier, K.C.B., the Commander-in-Chief of the Bombay Army, with Brigadier-General Sir Charles Stavely, K.C.B., as second in command, who will accordingly receive the necessary instructions from His Royal Highness the Field-Marshal Commanding-in-Chief.*

Her Majesty's Government, having great confidence in Sir Robert Napier, desire to place the whole conduct of the negotiations, as well as the military direction of the armed force, in his hands; and to leave him to use his discretion as to the time and mode in which he will make the demand for the restoration of the captives, and the steps by which he will enforce it.

Your Excellency has already been instructed to send proper officers to the coast of the Red Sea to make observations and preparations for an expedition; and you have also been authorised to proceed with the collection of the necessary means of transport. I am expecting to receive from you the plan of operations which I have learnt by telegraph that you have already forwarded, and I may have occasion to address you upon it by the next mail. In the meantime I have to acquaint your Excellency that steps are being taken to supply the stores which you have intimated that you will require; and further, that I have instructed the Government of India to provide you with such funds as you may need.

Expense to be borne by Imperial revenues.

The expense of the expedition will be borne ultimately by the Imperial revenues, but it will be convenient that the required advances should, in the first instance, be made out of the revenues of India. You will be careful to avoid any unnecessary expenditure, and I have to request that you will keep me informed of the advances you make, and, as far as possible, of the sums you are likely to require.

I shall send a copy of this letter to the Government of India, and I have to request that you will keep the Government of India, as well as the Home Government, acquainted with all your proceedings in connexion with this matter.

* This was communicated by telegraph to the Government of Bombay on the 13th August.

The Supreme Government in India were informed of the steps taken, by the Secretary of State, who transmitted, for their information, copies of the letters which he had despatched to the Governor of Bombay, upon the subject of the operations which it might be necessary to undertake for the release of the Abyssinian captives, and stated that although circumstances of a local character dictated the immediate equipment of the force under the superintendence of the Government of Bombay, Her Majesty's Government were desirous that the Governor-General should afford that Government the benefit of his advice and assistance in furtherance of the great national objects of the projected expedition.

Government of Bombay to superintend equipment.

Government of India to advise and assist.

Instructions were sent on the 19th August, 1867, to Commodore Heath, the Senior Officer of Her Majesty's ships in Bombay, to place himself in communication with the Governor and the military authorities of that place, and to afford them his advice and assistance as to the preparations of the expedition.

Naval arrangements.

The "Spiteful" and "Dryad" sloops were ordered from Rio de Janeiro to Bombay, and two ships were also detached from the squadron in China and sent to Bombay.

As soon as the intelligence that the expedition was to proceed reached Bombay, on August 18th, the din of preparation began in her arsenals and dockyards.

One of the first points towards which attention was turned, was the organization of the force to be employed. This was naturally dependent upon the plan of the campaign, which must be of an elastic nature, so as to meet all the possible contingencies of its unknown theatre. Sir Robert Napier, conscious that over such a long line of communication as lay between the sea-coast and Magdāla, many detached posts would be necessary, strongly advocated the employment of several regiments weak in numbers rather than of one or two of great strength. He also perceived the necessity of wheeled artillery and of British cavalry; and arguing that where wheeled artillery could move wheeled transport could follow, urged the provision of carts for commissariat purposes. The force selected consisted of one wing of the 3rd Dragoon Guards and four battalions of European Infantry. These were, the first battalion of the 4th King's Own Regiment, the 26th Cameronians, the 33rd, Duke of Wellington's Regiment, and the 45th Sherwood Foresters. These were chosen because they were in quarters near the coast of Bombay, where they could readily be prepared for foreign service, and in case of the prisoners being released, could, without expense, be returned to a peace footing. To these were added four regiments of Native Indian Cavalry—namely, the 3rd Bombay Light Cavalry, the 3rd Regiment of Sind Horse, and the 10th and 12th Bengal Cavalry—ten regiments of Native Indian Infantry, including two from the Punjaub, and seven companies of Sappers and Miners, three from Madras and four from the Bombay Presidency. The artillery consisted of the G Battery of the 14th Brigade Royal Artillery, two mountain batteries of Royal Artillery, a Bombay native mountain battery, and a mortar train, with the 5th Battery 25th Brigade Royal Artillery. A rocket brigade, manned by the sailors of the Fleet, and a company of the Royal Engineers from England, were subsequently organized.

Sir Robert Napier's views

Wheeled transport recommended.

Force selected and regiments named.

The arrangements as above having been ordered from England, it now remains to show in detail how the organization of the force was carried out in India.

The following memoranda by Lieutenant-General Sir Robert Napier explain clearly that officer's wishes:—

Memorandum by His Excellency Sir Robert Napier, dated 23rd July, 1867.

Sir Robert Napier's recommendations.

When the prospect of an expedition to Abyssinia first came under consideration, all the available sources of information contained in the Bombay Asiatic Society's Library and the

Government's Records were placed at the disposal of the Quartermaster-General who, with great labour and perseverance, has waded through a vast mass of travels and correspondence, and has condensed the result in a brief report, which appears to give as correct conclusions as can be expected previous to more particular inquiries that may be made in the country itself by our own properly qualified officers.

Landing place.

From the information supplied from the sources above noted, it appears that Massowah would be the most convenient port for the disembarkation of an expedition to obtain the release of the European captives now in imprisonment at Magdāla.

Route.

That the best route will probably be found in the most direct line, *viâ* Dixan, Antalo, and Sokota, to the capital of Theodore, at Magdāla, or Debra Tabor.

Reconnoitring party.

The course most convenient for adoption would appear to be, subject to future information, to send an advanced party as early as practicable, consisting of selected officers of each Department, with a sufficient escort, say a regiment of Native Infantry, a company of Sappers, and a regiment of Native Cavalry, to make arrangements for forming a base of operations at some point in the healthy table land, as near to Massowah as practicable, possibly about Dixan, on the Zami Plain, and to open the communication between it and Massowah. To arrange at Massowah for the convenience and protection of our troops and stores on first landing, and for their immediate advance to the high land, so that the unhealthy tracts on the sea level may be occupied for as short a time as possible; some period of occupation will be necessary, and it will be important to obtain the best situation for the purpose.

Their duties.

If these preliminaries are attended to at the earliest possible stage, all subsequent arrangements will be greatly facilitated.

Distance to be marched.

The distance between Massowah and Magdāla may be estimated roughly at about 400 miles, and Antalo, the principal place of the province of Tigre, something more than half-way.

The account we have of the Abyssinians is, that they are very far from formidable enemies against a disciplined force.

Harris represents a plundering expedition to consist of 20,000 men, of whom a very large proportion appear to have been horsemen.

Though, like most uncivilised races in war, formidable in an unexpected attack, and averse to risk an attack without possessing some great advantage on their side, yet they do meet in conflict and many are slain.

Harris records the destruction, whilst entangled in marshy ground, of 800 Abyssinian Cavalry, by the Gallas, a nation of horsemen.

Information regarding Theodore.

It appears that, by his misconduct, Theodore has made enemies of all his neighbours, and that the people of Tigré on the north, and the Gallas on the south and west, would readily join against him; that his resources and followers are very much reduced, and it is believed by some that a small compact force, well equipped with carriage, could safely make its way to Magdāla, overthrow Theodore, and release the prisoners; all this is probably the case, but may not remain so; the Emperor, seeing his danger, may reconcile himself with his enemies, intriguers of other nations may raise hostility against us: we should neither like to be the means of the pagan Gallas overwhelming the miserable representatives of Christianity in Africa, nor of making use of some portion of the people, who might suffer after our departure the terrible vengeance which is dealt out to their enemies, when in their power, by the barbarous races of Abyssinia.

Our expedition, though making such friends and obtaining such assistance as would prevent molestation, must be sufficiently strong to do its own work with ease and security

Strength of Force.

For this purpose about 12,000 men would be required to enable us to hold the first

base near the sea, to have a force in support about half way, and to maintain the communications of an advanced party of about 5,000 men, which might operate over the last 200 miles to Magdāla, or such other place as the prisoners might be conveyed to.

Supplies. It seems probable that, by proper arrangements, meat, corn, and forage may be procured in the country; still, it is clear that to render a force efficient a very large quantity of carriage will be required. Mule carriage would be the best, but it would require so large a number of mules, that to collect and maintain them would be very difficult. It will probably be necessary to employ a portion of camels, and as our guns will require tracks to be made for them, if none exist, there seems no reason why we should not employ light wagons, which will bring up our rear lines of magazines and commissariat; these might be supplied from England with horses complete, or a part of them might be adapted for mule draught, and those wagons and harness only supplied from England.

Transport.

Coolies. It would be a great assistance if a corps of 3,000 porters, such as the Chinese "Coolie Corps," can be formed of such races as would not be likely to fraternize with the Abyssinians.

Agents to procure cattle and supplies. Agents with sufficient funds should be dispatched to the best places for procuring the cattle and supplies, and a political Officer, with a Commissariat Officer of experience, and ample authority and means, should be stationed at Massowah to direct the preliminary arrangements.

It would be essential to success that the Government that immediately directs the expedition should have *full authority* to provide everything necessary for the health and comfort of the troops, and for making such staff appointments as may appear to them to be required, being guided in fixing the allowances by the usages of the service.

Expenditure represented. It is hardly necessary to observe that no such expedition could be carried out without very great expenditure, and that the very best arrangements may be crippled by some misplaced economy.

Seasons in Abyssinia. The general course of the seasons in Upper Abyssinia appear to resemble that of India, having a cold, hot, and rainy season.

Temperature. Harris' Register, kept at Ankober, 8,200 feet above the sea, gives a maximum temperature of 69 degrees, minimum 41 degrees, with 112 rainy days, of which the greater part were in April, July, August, and September.

Rain and cold. Farther from the sea the rain is probably more general, and the cold greater. It will, therefore, be absolutely necessary that the troops should have their tents, warm clothing, and a waterproof sheet for each man.

Sir Robert Napier's memorandum of 8th August. In continuation of my memorandum of the 23rd of July last, it may be observed that we possess all the information that can be given by ordinary travellers, who are not accustomed to consider routes with reference either to the indispensable wants, or the power of removing difficulties, possessed by bodies of troops.

Prospects of success. We know enough to be assured that, in all human probability, there is nothing which could prevent a body of efficient troops of the strength recommended in the previous memorandum, furnished with the requisite carriage and supplies, from forcing its way, in spite of all obstacles, in the course of say two, or at the utmost two and a half months, from the coast to Magdāla, or wherever the Emperor Theodore may be.

Reasons for recommending 12,000 men, and their proposed distribution. The force named, 12,000 effective men, is the smallest that would be safe, considering that at the lowest estimate, 10 per cent. may be struck off for sick and inefficient. Say 2,000 men for the port, the first post on the high land, and the communication between them.

2,000 men for a secure point *d'appui* at Antalo, or similar point in advance, where we could form hospitals, collect supplies, and maintain the communications.

2,000 men as a reserve to hold open the communication with the advanced column, to support it, if necessary.

As each depôt is made secure and tenable by small numbers, it may afford to pass on more troops to the front, with supplies, if necessary.

This is only a general sketch of measures which must depend entirely on circumstances as they are found, and on the discretion of the General commanding.

We have, for our general guidance, the belief that a force of five or six thousand men at the point of action will be sufficient to overcome any resistance. We shall be able, if necessity should arise, to add to it by two or three thousand men, in case of our having to overcome a stronghold, or to break into two or more columns in pursuit.

Political power recommended.

The General in command should have power to employ any of the petty Chiefs or tribes, that he finds can be trusted, and to enter into arrangements with the rulers of the intermediate provinces, for allowing our force opportunities for purchasing supplies, and for the protection of our postal communications.

Just treatment of the people, rigorous discipline amongst our followers, and liberal payment, will, it is believed, secure for us general freedom from molestation and all the supplies that the country can furnish.

By having our forces well equipped with carriage, clothes, and tentage, they will be independent, and, should the necessity unfortunately arise, they may pass the winter, as they call the rainy season, without any very great suffering.

Although there seems reason to believe that up to the borders of the territory now actually under the control of Theodore we shall find nothing hostile to us, we have to remember that the Abyssinian chiefs are treacherous and unrestrained by the conventions of civilized people, that they are utterly regardless in taking life, that they are subdivided, and that, besides the Christians, there are other races who would be bound by no engagements or orders of the rulers of the provinces, and that our equipment and property would offer to them the strongest temptation to plunder, or to break into hostilities; that the differences of religion may cause quarrels with our Native troops who would look with abhorrence on Abyssinian customs. We could not, therefore, expect immunity for any body of troops that might be found entirely dependent on the country for subsistence, and might not be strong enough to command respect for itself.

Surveying party.

It will, I hope, be considered advisable to attach a surveying party to the expedition, to add as much to our geographical knowledge as possible.

Philosophical investigations.

A party of officers for philosophical investigations in botany, natural history, and mineralogy, would probably find opportunities of making very valuable additions to science.

Field telegraph.

100 miles of field telegraph would be very useful.

The absence of a sub-marine cable between Bombay, Aden, and Suez, is very much felt.

Minute by Sir R. Napier dated 31st August.

The great interests, and weighty importance of the question of the provision of land transport, demand that the difficulties of it shall be viewed under every aspect.*

As the point of his Excellency's memorandum resolves itself into the questions contained in the two final paragraphs, I will, with his Excellency's permission, reply to them.

* For detailed arrangements regarding the organization of Land Transport in Bombay, purchase of animals in India and Europe, &c., &c., *see* Chapter XXV, XXVI, and XXVII. For working of the Train in Abyssinia, *see* Chapter XXVIII.

First. His Excellency inquires whether, assuming that 20,000 mules, or their equivalent, is the strength that we may fairly calculate upon for our land transport, that number is sufficient for an army of 13,000 men. Land Transport.

Although some additions have been made to the original force, none of the corps or detachments, when reduced to their actual effective numbers for foreign service, will equal the establishment strength, although in drawing out the details of a force the established numbers are used for want of more certain information, but the one item will balance the other, and leave the numbers much the same as before, viz., about 12,000 men.

With the amount of carriage named by his Excellency, the object of the expedition could be accomplished, but it will take a longer time than if the supply were more abundant.

According to the plan which I have considered advisable, it will be necessary to deliver on the field of operations a force of 5,000 men, with supplies for three months, of which they will carry one or two months' with them, according to circumstances. General plan of operations.

In order to ensure the safety of this force, it is necessary to occupy the country intervening between it and the sea in such strength as to secure the communications being kept open; and that forces employed for the purpose shall be able, not only to defend themselves, but to disperse any collection of hostile bodies that may interfere with our purpose.

The most important points (as far as our knowledge goes) are post No. 2 on the nearest high land, probably near Dixan, and post No. 3 at Antalo. The former covers the ascent from the low country to the table land, and the junction of the two roads to Eastern Abyssinia, *viâ* Antalo and Sokota, and Western Abyssinia, *viâ* Adoa and Gondar.

As at present advised, I propose to take the eastern line. Route.

The western line leads to the very important country which contains the ancient capital and most civilised province of Abyssinia. There is still a portion of country there yielding obedience to Theodore under a Governor.

At present we are entirely ignorant how our entry in the country may be viewed; but even should the provinces be friendly, I am satisfied that this point should be held by a strong brigade, provided with artillery.

To post No. 3, next, and not inferior in importance, is Antalo. Its duty is not only to co-operate with the post No. 2, but to protect the left flank of the route from any possible incursion from the country of the Gallas, on the east, or the district of Haramat, on the west.

Both these points being strong, will have an imposing effect on the country, and be much more likely to obtain supplies than if they were feeble and insecure.

Post No. 4 will probably be not far from Sokota, which will also be a very vital point.

It is in a difficult and rugged country, and will be our last main base of supplies from which the operating force will be supported. It must not only be strong enough for its own purpose, but must be able to furnish a strong detachment, to keep up the supplies of the operating column.

Minor details will, no doubt, be necessary, but his Excellency will see that we have three strong main posts to furnish, besides the protection of our depôt and cattle on the on the sea-shore; and the communication of a line of country little, if at all, short of 400 miles, very rugged and mountainous, and little known, either as regards its resources or the probable disposition of its people. Three strong posts recommended.

It will be necessary to convey to our extreme base,—which, for convenience, I will

General plan of operations.

call "Sokota,"—for the force required to hold that mountainous country and for the corps of operation (probably in all 7,000 men), supplies for four months.

With a limited amount of carriage this can only be done by relays of the cattle of the whole force, and a considerable time must be consumed in effecting it; but I believe it is to be done, and, when accomplished, that the operating force will be in a position to achieve the object of the expedition.

It is quite possible that the column might be carried so far in pursuit of Theodore, in case he should have removed the captives, or to be so delayed in effecting the reduction of one of the strongholds, as to render it impracticable to return until after the rainy season; in which case, having chosen healthy sites for the several forces, and having them properly provisioned, it might be necessary to await the return of fine weather; but I doubt the severity of the rainy season being such in that part of Abyssinia as to preclude the march of troops.

I observed that Salt marched from Arkiko to Antalo and Adoa from July to October, and only twice made complaint of the rain; but whether the force be able to retire in a few months, or be unfortunately detained during a rainy season, it will be equally necessary that each important post should have a suitable portion of Europeans; and it will require little calculation to arrive at the result that, with less than four regiments of British Infantry, it is not to be done.

There is nothing in all the published accounts of Upper Eastern Abyssinia to show that it is generally unhealthy.

There are valleys in which it is unhealthy to remain, such as those of the Takazze and the Mareb, and it is necessary to avoid doing so, but generally the climate is considered healthy, and for that reason mainly the route was chosen.

Had the climate been unhealthy, the unfortunate captives could never have borne the miseries of their long imprisonment.

A considerable time must elapse between the establishment of the first brigade and the landing of the remainder of the force.

As soon as the brigade is established at post No. 2, with two months' supplies, it will be the business of the Commissariat Officer to convey to that point, if possible, six, but, at least, four months' supplies for the 9,000 men who are to advance into the interior, and it is hoped that he will be able to do this by means of the local carriage of the coast, which accounts generally describe as abundant, but of which no one here appears to be able to speak positively.

Cattle obtainable.

In the calculation of carriage, allowance has been made for the food of cattle and camp followers; but from the general accounts of the country and its productions, the existence of considerable towns and markets, the frequent mention of abundant cattle and the quantity of natural forage, we may reasonably assume that our camp followers and all the cattle may be fed from the country, and that sheep and cattle for slaughter will be obtainable.

Having thus explained to his Excellency the general plan of operations that appeared to me advisable, I will finally reply to his Excellency's question, that I am of opinion that any reduction of the Infantry of the force, which, after much deliberation, I consider a minimum, would be most unadvisable; but if such should be ordered by his Excellency, it should be in the Native and not the European portion.

But a reduction in the number of mouths to be fed may be made in the substitution of mountain for field artillery. His Excellency the Viceroy is prepared to send a battery of light rifled mountain guns, complete in all respects, and a similar one has been

sent for from England; there are also six guns at Aden, which could be carried on camels; and I would propose to supply elephants for the carriage of the guns and carriages of a field battery.

By these substitutions some reduction of numbers may be effected.

Amongst the reasons necessitating the employment of a strong force, I would observe that the force practically contains its own reserve. Reasons for a strong force.

No material assistance could be given from the slender garrison of Aden, which is reduced to its lowest peace establishment, and support from Bombay could not be afforded without considerable delay, even though a reserve prepared for foreign service be held in readiness there. I may add that there are represented to be several rival candidates for power or independence in opposition to Theodorus, with considerable armed forces in the field against him.

There is reasonable hope that none of these chiefs will be against us; but there are many circumstances which might render either of them jealous of our entry into the country, and there are many ways in which an inferior force, unable to stand before our troops, could render their position very harassing, if not untenable, unless our superiority of force were very decided.

It will of course be our policy, as soon as possible, to enter into communication with the several persons now holding any authority, as well as with the religious establishments, to explain to them our intentions, and engage their good will.

I will now advert to the manner in which a limited quantity of carriage may be used to convey the provisions of the force to the front, at the expense of time and labour.

I have explained my views on this point to the Commissary-General, and he is now working out the problem in detail; but I may say, generally, that I hope the Commissariat Department may succeed, by means of local resources, in conveying to post No. 2 the supplies for 9,000 men, for six months, before the main body of the troops arrive at that point.* Supplies for 9,000 men to be at Post No. 2 before the arrival of the main body.

On advancing from post No. 2, the leading division will move forward at once to Antalo, and the remainder of the advancing force will take post on the road, so as to cover the transit of supplies for five months from No. 2 to No. 3, being posted in relays at stations where they may obtain water and forage, and thus supplies will be passed on to the front of 9,000 men.

From Antalo the same process will be repeated, until the supplies for 7,000 men shall have been carried to post No. 4, at Sokota.

From thence the operative column will act, with supplies for one or two months, as may be convenient.

The Commissariat Officers will, of course, be employed at each post in collecting supplies, to supplement the several depôts, as may be procurable, and every effort will be made to economize our resources; but, unless the prospect of an early termination of the enterprise be very clear, there must be a continuance of supplies from the rear, for which a provision of cattle must be made, and for which time will have to be afforded.

It must also be borne in mind that the original supply of cattle will be diminished by casualties, which must be replaced, and for which provision must be made.

In summing up the supplies of carriage which may be available, I observe that his Excellency calculates only in taking 1,000 mules and 2,000 pack bullocks from India, whilst his Excellency hopes to receive 6,000 from Persia, Egypt, and Abyssinia by the end of December. Land Transport.

* For detailed information regarding the actual amount of supplies in Africa, when Sir R. Napier landed, *see* Chapter XXIV.

On this point I would submit for consideration that, although it would be our first desire to obtain carriage as near the scene of operations as possible, our information on that point has not as yet proved very satisfactory. While the supplies from Persia, Egypt, and Abyssinia are expectancies, the timely arrival of which may be delayed by weather or other circumstances, all the resources that may be obtainable in India will be absolutely at our own disposal on the purchase. We cannot consider that the Indian resources in beasts of burthen are exhausted in the collection of 3,000 animals, as so much of the portage of the country is done by bullocks and animals.

It would appear to me rather that the officers of whom inquiry has been made must have understood that they were to supply something very superior, instead of the best of the ordinary ponies and bullocks which convey the rural produce of the country to the market; and that, if it were explained to them that our main demand is for animals to carry grain, a much larger supply might be forthcoming.

We have to consider this great difficulty, that, at present, we have no place of rendezvous where, without fully developing our intentions, we can gradually collect our cattle; and to deliver them at once on any given point would require an amount of transport that might be unattainable; and therefore we must commit ourselves to the landing of a brigade on the coast of Abyssinia, and the occupation of an advanced post, in the healthiest situation that we can find, for a very considerable time before we can complete the collection and organization of our land transport, in preparation for an advance into the interior of the country; and should all our present efforts fail in obtaining carriage enough for the expedition, the brigade might be detained many months before an advance could be permitted, but I cannot believe such an issue to be possible.

Our great and indispensable want is land transport, which can only be delivered at the point of action at a very vast expenditure.

Expenditure.

Under other circumstances, the expenditure might be in the transport of great masses of artillery and gigantic siege trains. The cost of the highly perfected ammunition of the present day, expended in the course of a month's siege, would be enormous; *here our expense must be in the transport and maintenance of beasts* of burthen. And if the British Government consider it necessary to prosecute the expedition, I conclude that the expenditure must be incurred, even if it be necessary to transport a considerable part of our baggage cattle from India.

Government of Bombay reply to the questions of the Secretary of State.

On the 24th of August, the Government of Bombay addressed the following letter to the Secretary of State for India, in reply to his letter of the 17th of July:—*

We have the honour to acknowledge the receipt of your despatch No. 86, dated 17th July last, on the subject of the needful measures in case of a military force being sent to effect the release of the British subjects now prisoners in Abyssinia.

Strength and composition of Force.

2. Your first question is, "What amount of force is considered needful? What "should it consist of? And by whom should it be commanded?"

3. It was at first considered that a force of about 10,000 men might be required as, although any opposition in force was not probable, yet the country being entirely unknown, and the point to be reached being between 300 and 400 miles distant inland, it would be necessary to keep open communication throughout that distance for the supply of the force, and a considerable number of men would of necessity be employed.

The force would consist of all arms, but it was the opinion of his Excellency the

* *See* page 152.

Governor, that the force of Europeans should be small. This is a point which is now under discussion with his Excellency the Commander-in-Chief, who has stated his opinion that the force should consist of—

2 Batteries, Horse Artillery.
2 Batteries, Field Artillery.
1 Mortar Battery.
1 Mountain Train.
1 Squadron of European Cavalry.
4 Regiments of Native Cavalry.
6 Companies of Sappers and Miners.
1 Regiment of Sikh Pioneers.
4 Regiments, European Infantry.
9 Regiments, Native Infantry.

4. The command of the expedition has since been determined by instructions received from you by telegram.

Time for preparation.

5. Your second question is, "How long, after receiving from England orders to "prepare the force, would it take to ensure its being ready for service?" So far as the troops are concerned, they could be embarked in a very short time; but, looking to the difficulty of finding transport animals, which have to be collected, and the large quantity of supplies which, in our ignorance of what the country itself produces, it is necessary to take, we do not think that it will be possible to move from Bombay till toward the close of the year.

Sea Transport.

6. Your next question is, "What arrangements would be made for its transport?" We have so few vessels fit for transport purposes at our command, that it will be requisite to take up as many steam vessels as possible. By availing ourselves of our power under the contracts with the Peninsular and Oriental and the British and Indian Steam Navigation Companies, and by securing other vessels which may be for charter, we may, including everything, obtain from 20 to 25 steam vessels. It will also be possible to assist sailing vessels by towing, and, independently of this, the season of the year and its prevailing wind favour the employment of sailing vessels. We think also that it may, perhaps, be practicable to use the new troop ships for one or two passages. With respect to this we are in communication with the Government of India, by whom you will probably be addressed on the point.

Point of debarkation.

7. The next question in your despatch is, "At what point would it be proposed to "land, bearing in mind that it is essential, if possible, to avoid landing on Egyptian "territory." At the present moment no definitive conclusion has been arrived at on this point, and, therefore, it is proposed to send a small party, with sufficient escort, to reconnoitre. But, as at present advised, the most available point seems to be in Howakil Bay, near the Island of Baka. If debarked there, the invading force would be only 40 miles from a hill called Mara, where a stream of running water is found, and where a healthy spot for the first depôt on the highlands will be at once accessible. It will, however, be necessary to ascertain whether the reports we have received regarding the anchorage and freedom from impediments to navigation be correct, and this, therefore, will be the first place which the reconnoitring party will visit.

8. If this place in Howakil Bay be not found suitable, it appears that the shore round Annesley Bay will be the most eligible place of debarkation. In this case also the first depôt will be at Mara, but the distance will be about 70 miles.

9. On account of Massowah being the post of an Egyptian governor and garrison,

we desire, if possible, to avoid debarking there, if equally favourably circumstances in other respects be found elsewhere. But it will be impossible to avoid Egyptian territory, as the only available place not in Egyptian territory appears to be Tajura, where the climate, roads, population, and facilities for procuring water and forage, are so unfavourable, that any idea of debarking the force there must be abandoned.

Commissariat arrangements.

10. You further ask, "What commissariat arrangements would be requisite?" Our knowledge of the interior of Abyssinia being most imperfect, it will be requisite to send the force amply supplied to meet all contingencies, and requisitions have been already sent to you for such stores as are required from England.

Reserve.

11. The next question is, "What reserve would be necessary to ensure success, and "how is it proposed to keep this supplied?" If reinforcements should be found needful, we should be able to send some immediately from Aden, and more from India.

Preliminary steps.

12. Your last question is, "Whether any and what preliminary steps would "have to be taken?" Beyond the instructions we have already received, we have no suggestions to make, excepting that, while on the one hand it is desirable to avoid any appearance of alliance with the Egyptian Government, on the other hand, as the landing will be made on Egyptian territory, we conclude that Her Majesty's Government has taken the necessary steps to secure the sanction of the Egyptian Government to our landing, and to prevent misunderstanding with, or opposition by, the local authorities.

Views of the Government of India.

The views of the Government of India on the composition and organization of the force, in reply to the letter dated the 16th July, 1867* from the Secretary of State for India, were also submitted.

Bearing in mind the disturbed state of the interior of Africa, in which the operations were to take place, the absence of any strong Government, and the circumstance that the ruling powers were broken up into factions struggling against each other, and that the authority of Theodore was said to have been greatly broken, the Government of India considered that there was every prospect of success, if the Expedition was well commanded, with a good political staff subordinate to the Commander, to obtain information, communicate with the chiefs and people, and arrange terms with some of the leading men amongst them.

They recommended that there should be no division of military and political authority; but that, with regard to the experience of foreign expeditions directed from India, both duties should be absolutely combined in one Officer, the Military Commander of the Expedition.

They were of opinion that the following force would suffice:—

Strength of forces recommended by Government of India.

COLUMN to advance upon the coast from Tigré or the plateau of Abyssinia.

1st Brigade.

1 European Regiment.
1 Sikh Pioneer Regiment.
1 Native Infantry Regiment.

2nd Brigade.

1 European Regiment.
1 Sikh Infantry Regiment.
1 Native Infantry Regiment.

* *See* page 151.

Artillery and Sappers.

1 Mountain Train Battery.
1 Field Battery (Armstrong guns).
2 Companies, Sappers (Native).

Cavalry.

2 Regiments Irregular Native Cavalry.
A small Ordnance Park.
„ Engineer „
Commissariat Park.

Reserve on the coast with transport in course of organization as rapidly as possible, in case of an advance being necessary in support of column :—

Reserve Brigade.

Reserve Brigade.

1 Regiment of European Infantry.
2 Regiments of Native Infantry.
1 Company of Sappers (Native).
1 Field Battery (Armstrong guns).

In the event of the Reserve being called up, which would probably be the case before the operations were concluded, the Government of India stated that they would be prepared to supply its place by a reinforcement from India, as follows:—

The 1st and 2nd Brigades about	4,000 men.
Artillery	300 „
Sappers	200 „
[illegible]	900 „
Total	5,400 „

Reserve Brigade.

Infantry	2,000 men.
Artillery	150 „
Sappers	100 „
Total	2,250 „

Thus, the Contingent on demand to supply the Reserve, if called to the front, would be 2,250 men, and the force to be embarked and landed on Abyssinian coast would be—

Column	5,400 men.
Reserve	2,250 „
Total	7,650
And in readiness, a Brigade	2,250 men.
Grand total	9,900 „

Reasons for a larger force.

It will be perceived from the above, that the Government of India proposed a smaller force than that named by the Government of Bombay. It was, however, necessary to take into consideration that though the coercion of the Negus Theodore, and the liberation of the captives, were the only objects of the Expedition, it did not follow that the force would be able to effect them, and return to the coast, without making some stay in Abyssinia. The column would advance under the disadvantage of knowing nothing of the country. Under such circumstances great rapidity of action could not be expected, it must feel its way with more or less caution. A temporary occupation would probably prove inevitable, and that again would entail the necessity of endeavouring to maintain order in the vicinity of the position occupied by the troops and on the line of communication with the coast. The mere advance to the plateau from the coast, though the route might present difficulties, would really be the easiest part of the business.

The temporary occupation and the ultimate withdrawal from the country to the coast would prove the more serious part of the enterprise. Much would depend on the judgment and tact with which the Abyssinians were conciliated, and the good fortune that might attend the endeavour to restrict hostile operations to a conflict with Theodore, but in the disturbed and wasted state of the country, it was impossible to foresee what complications might arise from the jealousy of factious Chiefs. It did not follow that, because they were in rebellion against Theodore, they would side with us; on the contrary, they might resent the domination, temporary though it might avowedly be, of foreigners, and cause much trouble to the force. Once embroiled with any of the Chiefs and races now harrowing Abyssinia, the withdrawal would be very difficult, if not dangerous. The fact was that it might turn out far easier to get into and occupy the country than to leave it at the moment we might desire to wash our hands of the affair.

Government had, therefore, to be prepared to afford a somewhat protracted support, both naval and military, to the force in Abyssinia. Although a division well commanded might, if fortune befriended the enterprise, effect what was desired; it might, on the other hand, be necessary not only to send up a reserve brigade, but even to follow that up by another, always at the same time maintaining a strong hold of the base of operations on the coast.

It was exactly that sort of expedition, the precise issue of which it was impossible to foretel, from the circumstance that, what with our own ignorance of the country and its difficulties, the anarchy which prevailed there, and the reception of a foreign force being always an utter uncertainty among savages and semi-savages, the elements of trouble and discord were many, and those of order non-existent; alliances with petty chiefs would be insecure, and as much a source of vigilance as their open hostility; whilst before our armed domination could be withdrawn, it must, for our own welfare as well as that of the people who came under our temporary protection, leave some organized power to take its place; nothing would be more disagreeable, and hardly anything more discreditable, than a withdrawal which took the form of a retreat in the face of hostile masses.

Views of the Government of India on the composition of the Force.

Taking this into consideration, together with the strong representations of Sir R. Napier that about 12,000 effective men were required for the purposes of the Expedition, the Governor-General finally accepted the proposal as far as numbers went, but suggested that certain of the details should be slightly modified, as shown hereafter. He thought it desirable that only a portion of the force should be furnished from the Bombay Army, for various reasons, such as the convenience, it might also be said necessity, of using the port of Calcutta for the embarkation of some of the troops, and thus obtaining the command of a larger amount of shipping; the impossibility of Bombay

supplying so large a force without drawing very largely upon the other presidencies for troops to take the place of Bombay troops sent to Abyssinia; the inconvenience likely to arise from so large a body being sent to Bombay to embark there, &c. In addition to these reasons, it seemed very desirable that some of the expenditure of the Expedition should take place at Calcutta, and the difficulty of providing all the funds for it at Bombay be thus lessened. The troops going from Calcutta could also take their own military chest, and thus still further relieve the Bombay Treasury from pressure.

Force suggested.

With respect to the force to proceed to Abyssinia,—about 12,000 men,—the Governor-General in Council suggested the following composition for the force :—

2 Batteries Field Artillery from the Madras Presidency;
2 Batteries Field Artillery from Bombay;
The British Mountain Battery from Bengal;
2 Companies of Madras Sappers and Miners, with such companies of this arm from Bombay as could be conveniently spared;
4 Regiments Native Cavalry, two from Bombay, and two from Bengal;
4 Regiments British Infantry, viz., one from Bombay, one from Madras, and two from Bengal;
8 Regiments of Native Infantry, four from Bengal, and four from Bombay.

Squadron British Cavalry objected to.

The Governor-General thought that it would be well to dispense with the squadron of British Cavalry proposed to be taken by Sir R. Napier. So small a body of European Cavalry could not, he considered, add to the real strength of a large force like that proposed to be sent, while it would increase the carriage and impedimenta, both of which it was so desirable to keep down; but he thought it would be well to make the Field Artillery very efficient for foreign service, by adding 20 gunners and drivers, and 32 horses to each battery of Field Artillery about to be employed.

Mountain Battery and Mortars.

Sir R. Napier proposed a mountain battery and a battery of mortars; but the Governor-General thought if the British mountain battery, then in the Bengal Presidency, were completed to 120 rank and file, exclusive of native drivers, it might have attached to it six $5\frac{1}{2}$-inch mortars.

Strong regiments recommended.

He thought it would be unadvisable to send very weak regiments on the service proposed, and therefore desired to see each regiment of Native Cavalry filled up by transfers or volunteers, so as to embark 450 sabres; and the Native Infantry similarly completed to 8 companies of 85 rank and file each. This would, in the aggregate, give about the same force as that proposed by Sir R. Napier, but with one regiment of Native Infantry less.

Proportions from each presidency.

Looking comprehensively at the distribution of the Army in India, the convenience of employing certain descriptions of troops, &c., the Governor-General considered that the proportions from each presidency suggested above would be most desirable.

Artillery.

The two batteries, each from Madras and Bombay, could be spared without relief. The Sappers, going from Madras and Bombay, in like manner need not be replaced.

Native Cavalry.

As respects Cavalry, he thought that a regiment might be spared from Poona, and perhaps one from Sind, it appearing that, exclusive of outposts, there were 1,100 sabres at Jacobabad, notwithstanding the absence of a considerable number of men on furlough; though, if desired by the Bombay Government, a regiment of Madras Cavalry would probably be available to take the place of one regiment of Bombay Cavalry sent to Abyssinia; but he was prepared to sanction an addition of a non-commissioned officer and 20 troopers to each troop in the regiments of Sind Horse, and an addition of a non-commissioned officer and 10 troopers to each troop of every other regiment

of Bombay Cavalry remaining behind, to provide for the increased duties likely to be thrown upon them.

The force thus constituted could, in the opinion of the Government of India, conveniently be formed into two divisions, each complete in itself in all respects, with a Commander and General Staff for the whole.

Force from Bombay.

The Bombay Division would comprise, under this arrangement:—

Two batteries, Field Artillery;
Sappers;
A brigade of Cavalry of two regiments;
Two brigades of Infantry, of two British (one from Madras) and four Native regiments.

Force from Bengal and Madras.

The Bengal Division would consist of:—

The two batteries from Madras;
The mountain battery;
Two companies, Madras Sappers;
A brigade of Cavalry of two regiments;
Two brigades of Infantry, of two British and four Native regiments, one or two of the latter being Pioneer regiments.

Staff.

The Staff of each division being thus complete, it would remain with the Bombay Government to indicate what amount and description of Head-quarters, Staff, Engineer, Medical, Commissariat, &c., was desired from Bengal.

Each division would, on this plan, go completely equipped as to ammunition, engineer and ordnance parks, &c., tools for entrenching, and felling tools, commissariat and medical stores and comforts; but it would be desirable to know for what period Sir R. Napier would wish the Bengal Division to be provided in the first instance.

The services of the steamer "Feroze" were rendered available in any way the Government of Bombay thought proper.

Tents.

With respect to tents, the Governor-General thought that for convenience of transport, only Sepoys' tents should be taken for all branches of the force, except the regulated proportion of hospital tents for British troops.*

Carriage.

He considered that carriage must be provided in Abyssinia, and trusted measures had already been taken to collect this. To get together and send to Abyssinia the amount of transport required, would, in the opinion of the Government of India, seem to render the Expedition altogether impossible; and Colonel Merewether had already reported that there was abundance of carriage to be had. This would consist of camels, mules, and ponies, and both the Bengal and Bombay Divisions might take saddles, ropes, and suleetahs sufficient for either description of carriage.

Elephants.

The only animals, save Cavalry horses, to be taken, would then be elephants, of which it was proposed to send from Calcutta 20, with cradles and equipment sufficient to carry or to draw the guns of a battery, and to carry the 5½-inch mortars.

No wheeled transport.

The Government of India strongly recommended that no wheeled carts, save gun carriages and ammunition carts of the Artillery, should be taken. To procure carriages from England, as suggested by Sir R. Napier, would in their opinion, involve great delay, and the use of such would probably be found very inconvenient. They considered that everything should be carried by baggage animals, save the guns and a portion of the ammunition; and coolies used to supplement these animals, and to make themselves useful in various ways.

* For information regarding the Camp Equipage actually taken with the Force, *see* Chapter XXIX.

Telegraph wires.

They offered to send telegraph wire sufficient to reach from the sea to the furthest point likely to be reached, and inquired if it would be convenient to send telegraph officers and the wire from Bombay, or whether they had better be sent from Calcutta.*

Pay, rations, &c., to be similar to those in China.

The Governor-General proposed that the advantages in point of pay, rations, &c., given to troops on the China Expedition of 1860, should be accorded, and that all horses of Silladar Cavalry that died or became unserviceable during the Expedition should be replaced at the public expense.†

Views of the Bombay Government in reply to the Government of India.

With reference to the above proposals of the Government of India, the Government of Bombay and Sir R. Napier saw serious objection to dividing the force into Bengal and Bombay Divisions. They asked the Government of India for two regiments of Cavalry, one regiment of Punjab Pioneers, one mountain train battery complete, one mortar battery with elephants, two thousand coolies organized and officered, and the staff of a brigade; also for Telegraph Establishment and material. Beside these for service, they asked for one Bengal Regiment to relieve the Bombay Regiment at Mehidpoor and Augur, and suggested that the Madras Government be asked for four companies of Sappers for service, and for four regiments of Infantry and one of Cavalry to relieve the Bombay troops.

In reference to the proposition that the constitution of the Force should be in two divisions, one to be furnished from Bengal and one from Bombay, Sir Robert Napier's minute‡ had pointed out the convenience of having the Native regiments of one army, and the inconvenient jealousies which would arise between the troops of the two presidencies if the Force were constituted as proposed, and the Governor's minute had suggested that as a large expenditure in taking up tonnage and provision of stores would, under the present arrangements, take place at Calcutta, the incidental advantages expected to attend the despatch from Calcutta of the troops offered by the Government of India, would thus in considerable measure be obtained.

In regard to the impossibility of Bombay supplying so large a force, without drawing largely from the other presidencies for troops to take the place of Bombay troops, the Bombay Government referred to the views of Sir Robert Napier as expressed in the following memorandum dated the 17th August, 1867 :—

Sir R. Napier's memorandum of the 17th August, 1867, on the composition of the Force.

" There is very great advantage in employing regiments which are near the coast of " Bombay, as they can be warned and prepared in every particular for foreign service.

" For this reason I propose to select the 33rd, 4th King's Own, 26th, and 45th " Regiments. The regiments are in good health, complete, and ready at hand. The " time of Indian service of the 4th and 33rd is nearly expired, and they can go on to " England when the campaign is concluded.

" It has been suggested to employ the relieved regiments that are going to England, " but embarrassments of every kind beset the measure. We have not orders to act, merely to prepare. Should the expedition take place, we require to have the regiments collected at Bombay, and ready to move the moment our preparations at the port of disembarkation are ready; but we, as far as we know, cannot land them on the coast of " Abyssinia until our preparations are fully completed, as the delay there, on the coast, " might lead to sickness and a host of evils. The objections to their landing and waiting " at Aden are quite as serious.

" Their food would have to be exported there; there is no room for them to encamp, " and no shelter; the climate and tedium of any delay there would be sure to cause " sickness.

* For Telegraph arrangements, *see* Chapter XXII. † For all Financial arrangements, *see* Chapter V.

‡ *See* page 171.

"If we interfere with the regular course laid down for the overland transport of "troops by taking away the regiments, great expense will be needlessly incurred on both "sides of Egypt, and thus nothing will be gained. By selecting regiments in this presi- "dency near the coast, all difficulties will vanish.

Arrangements for the relief of corps ordered to Abyssinia.

"The only arrangements with other presidencies that are necessary are, to request "the Government of Bengal to send the 91st Regiment, which is destined for Bombay, "to this presidency, if possible by the 15th or 20th of October. This might easily be "done by sea.

"To request the Madras Government to dispense with the services of the 45th Regi- "ment during the campaign, making some other arrangements.

"To request the Bengal Government to make some other provision for the station "to which the 26th Regiment was destined.

"The 109th, on its way to Mooltan, could leave a detachment of three companies to "relieve the 33rd at Kurrachee, as a temporary arrangement.

"The 95th could relieve, by a wing at each place, the 26th from Belgaum, and the "4th King's Own from Bombay.

"No other arrangements would be necessary.

"The 22nd and 23rd Regiments in due time would supply the places of the 45th and 26th.

"On the return of the 45th and 26th they could revert to their original destinations. "The 33rd and 4th King's Own might go home, if Her Majesty's Government thought "proper."

Relief of Native Troops.

As regards Native troops, it was proposed to obtain four Native Infantry regiments from Madras to garrison Dharwar, Bombay, Surat, and Kurrachee, and one from the Bengal Presidency to occupy Mehidpoor and Augur, thus freeing five Bombay regiments; whilst Kolapoor, Poona, Ahmedabad and Dhoolia, Malligaum and Tannah (which three latter places had three regiments amongst them), would spare four regiments without relief, by means of additions to the police, and by the detachment of two companies of the Native regiment at Baroda to Ahmedabad.

Relief of Native Cavalry.

The withdrawal of a regiment of Sind Horse by additions to the strength of the remaining regiments, was at first accepted by Sir Robert Napier; but the Bombay Government considered that there was peculiar inconvenience in a temporary increase of strength of this nature in Silladar Cavalry regiments, because, whenever reduction became necessary, it could only be effected by means of large compensation for the forfeited assamees, and even then there was a source of great dissatisfaction.* They therefore determined to forego the aid which such temporary additions would give, and to ask for one Cavalry regiment from Madras to replace the Poona Horse at Seroor, and to allow that regiment to move to the Sind frontier.

Mortar Battery. British Cavalry.

With respect to the modifications of the several arms of the force suggested, the Bombay Government preferred that the mortar battery should be organized independently, and desired to take the squadron of British Cavalry, notwithstanding the counter considerations offered; and to retain nine regiments of Native Infantry at the ordinary strength, instead of eight made up to the same gross number by increase of regimental strength.

Horse Artillery.

In connection with this part of the subject, they suggested that the extra mountain train from England might possibly enable Sir Robert Napier to dispense with the need for a battery of Horse Artillery, a point which Sir Robert Napier had reserved for after consideration.

As respects provision of carriage in Abyssinia, the Bombay Government stated

* The Silladar system is described at page 186.

that, although it appeared from the report of Colonel Merewether that there was a reasonable prospect of obtaining transport animals in that country, it was the opinion of that officer that this would entirely depend upon the friendly disposition and co-operation of the native tribes in the vicinity of the port where the troops debarked. They were aware of the difficulty in procuring transport animals from elsewhere and sending them to Abyssinia, but were averse to rely entirely upon the uncertain supplies that might be obtained in the country itself. The advices hitherto received from India, Persia, Arabia, Egypt, and Europe promised a supply which, it was hoped, would leave little dependent on Abyssinian resources. Steam transport had been provided for the conveyance of the animals from all the countries mentioned. Transport animals.

With reference to the recommendation that no wheeled carts save Artillery should be taken, Sir Robert Napier hoped to make a road passable for wheeled transport carriages to the first post on the highlands, and thought that, from the first, wagons would be very useful for transport between the wharves and the stores at the port. The Bombay Government, therefore, were arranged to procure a certain number of transport train wagons. Wheeled carts.

The following Minute by Sir Robert Napier, dated the 5th September, 1867, explains that officer's views on the proposals of the Government of India on the subject of furnishing from Bombay only a portion of the force for Abyssinia:— Sir R. Napier's Minute of 5th September, on the composition of the Force and the Presidencies from which the troops should be taken.

"It is of some consequence in an expedition of the nature of that in contemplation, "which may have to encounter hardship, fatigue, and privation of no ordinary kind, that "the troops to be employed should know each other and their commander.

"I consider it especially of advantage to have the Native regiments, if possible, of "one army, as they work in harmony with and rely on each other. If they are of different "presidencies, feelings of great bitterness arise when one or other is left in the rear, and "partialities are conjured up as to the reason why one or other is not taken to the front. "This was expressed to his Excellency in my semi-official note of the 18th of August.

"In my memorandum, dated 17th of August, on the Native Infantry, I explained "how I proposed to obtain the Native Infantry regiments, the Madras Government having "consented to lend four regiments of Infantry. It was proposed to obtain from Bengal "the relief of the Native Infantry regiment which now garrisons Augur and Mehidpoor "(formerly belonging to the Gwalior Contingent), so as to release a Bombay regiment.

"It was considered possible that the aid of another Bengal regiment might be "obtained for Nusserabad or Neemuch, if there should arise difficulty in providing for the "duties temporarily during the absence of the Bombay regiments named for foreign "service. Reliefs in India.

"The only aid in Infantry to accompany the Expedition required from Bengal was "a regiment of Pioneers. They would be very valuable. I have added to the Force four "companies of Sappers, and every Bombay regiment, European and Native, will be "provided with tools for two companies, and will work, when necessary, for the purposes of "the Expedition. Still, I know from experience the special value of the Pioneer Corps, as "Pioneers and soldiers of the Line, and should be glad to have it.

"In my memorandum, dated the 17th of August, regarding the European Infantry, "I explained the great advantage of taking the British regiments stationed near the coast "of Bombay, for reasons apart from those set forth in my 1st paragraph. They being at "hand for preparation and embarkation when required, with the least possible disturbance "of existing arrangements, all that would be required is that Bengal and Madras shall

British Infantry.

"make temporary provision for the duties of the 45th and 26th Regiments, pending the "conclusion of the Expedition. This has also been explained in my memorandum of reply "to the Viceroy's telegram, dated August 24th; and a copy of my memorandum was "transmitted to his Excellency Sir William Mansfield, with my semi-official letter of the "26th of August.

"The Government of India concurs in the amount of force, and proposes certain "modifications, viz., to send two field batteries from Madras, instead of four from Bombay.

"In consideration of the delay which may take place in the final advance of the Force, "I have resolved not to trust to opening wheel tracks for Artillery beyond Post No. 2, on "the table-land, and therefore to take from Bombay only,—

Artillery.

"One battery, Royal Horse Artillery.
"One field battery, Armstrong's, to be accompanied by Elephant carriage.
"One mountain train, rifled guns, from Bengal, with men.
"One mountain train, coming from England.
"One Native mountain train, from Bombay.
"Six 5½-inch mortars.

"The three garrison batteries at Bombay, now under orders for England, will furnish "two complete batteries to man the mountain train coming from England, and the six "5½-inch mortars.

"The Government of India proposes to attach the six 5½-inch mortars to the Bengal "mountain battery, but I prefer very much to have them separate and independent; the "mountain battery is to serve us as a field artillery, the mortars for siege purposes, and it "will be much more convenient to have them separate and independent.

"I therefore propose to take two garrison batteries from this presidency out of the "three named for England, and detain them for the Abyssinian Expedition.

"I have proposed to take three companies of Bombay Sappers, and Madras has

Sappers and Miners.

"agreed to lend three companies, making six in all, with a light park of tools, and "pontoon train, to travel on camels and mules.

"Four regiments of Native Cavalry might be provided as follows:—

"One regiment of Sind Horse, to be relieved by the 2nd Bombay Cavalry, "now holding Nusseerabad and Neemuch. Bengal to take the duties of "Nusseerabad and Neemuch.

Native Cavalry.

"The 3rd Light Cavalry from Poona, without relief.
"Poona Horse to be relieved by a regiment of Madras Cavalry.
"One regiment of Cavalry to come from Bengal for service.

"The Cavalry force would then be—

"One regiment of Bengal Cavalry.
"One Sind Horse
"One 3rd Light Cavalry } Bombay.
"One Poona Horse

"The Government of India might be asked if they prefer to supply one regiment for "service in Abyssinia, and one in relief of the Bombay Cavalry at Nusseerabad and "Neemuch, or to send for service in Abyssinia two regiments of Native Cavalry, and then "no aid would be required from Madras, Bombay making its own arrangements to "substitute police for the Poona Horse, and thus relieving the regiment of Sind Horse.

"Sir H. Green represents that he considers that it would be very unadvisable to withdraw a regiment of Sind Horse without relief.

" In this latter case, the Cavalry would stand thus for service :—

" Two regiments Bengal Cavalry.
" Two regiments Bombay Cavalry.

" In regard to Native Infantry, I much prefer the arrangement as at present " proposed. Native Infantry.

" Eight regiments of Native Infantry of the increased strength proposed would not be " so useful to me as nine regiments as they at present stand, both as regards facility " of distribution and the proportion of officers.

" With reference to the squadron British Cavalry, I consider it desirable to represent " the British element even by so small a detachment. I have found a squadron of most " essential service ; and the regiment from which I propose to take it, the 3rd Dragoon " Guards, can spare it temporarily without relief; and the men, from training and " efficiency, are eminently fitted for the service. They will be much more valuable to " me than the addition for the Artillery of eight men and 128 horses suggested by the " Government of India ; and I beg the arrangement may not be disturbed, unless from " absolute necessity.

" I have previously stated that I should be glad to have the mountain battery " proposed by the Government of India, but without the additions in men for the mortar " battery.

" I would respectfully adhere to the arrangements already proposed. In an expedi- " tion where the employment of detachments is likely to be frequent and where the " utmost economy of means will be necessary, nothing would be less convenient than two " separate divisions, under different rules and organization, with their component parts " non-interchangeable, or interchangeable at the expense of much confusion and difficulty " of adjustment. Thus the demands on other presidencies would be limited to the aid, Demands on other presidencies for relief.

" From Madras,—

" Four regiments of Infantry for relief, and three companies of Sappers " for service.

" From the Government of India,—

" Two regiments of Cavalry and one of Pioneers.
" One Mountain Train Battery for foreign service.
" And one regiment of Native Infantry to relieve Augur and Mehidpoor.

" It had already been determined to use Sepoys' tents for the British regiments, and " they are being prepared for the purpose by having the poles and ridge poles jointed to " adapt them for mule carriage.

" The subject of carriage might be answered separately.

" It has been proposed to send 20 elephants from this presidency, and the addition Elephants. " offered by the Government of India may be accepted. The Bengal Government might " be asked to engage and send a corps of 1,000 coolies, engaged to serve in any capacity, Coolies. " with the requisite officers and non-commissioned officers in charge.

" I am of opinion that the wheeled carriages will be found most valuable between the Wheeled " ships and the depôt, and in a short time they will penetrate to post No. 2, and aid greatly carriages. " in the transport of supplies ; but it has already been resolved on to relinquish the idea " of taking them further.

" The offer of the Government of India regarding the telegraph may be accepted.

Pay, rations, and clothing.

"The pay, rations, and clothing given to the troops on the China Expedition of 1860 "will be very appropriate for Abyssinia, also the replacing at the public expense the "horses of the Silladar Cavalry that may die or become unserviceable during the "Expedition.

"Finally, it might be said, if his Excellency the Governor approve, that the Bombay "Government confine their request for assistance as recapitulated,

Troops required from Bengal and Madras.

"From the Bengal Presidency,—

"One Mountain Battery manned by British gunners.

"Two regiments Native Cavalry for service, or one for service and one for "relief.

"One Corps of Punjab Pioneers, with a coolie corps, properly officered, "of 1,000 men, to be engaged for every service, portage, labour, or "landing baggage animals.

"Madras,—

"Four companies of Sappers, for service.

"Four regiments Native Infantry in relief.

"The Government of Bombay will answer regarding the shipping and financial "arrangements and boats for embarkation.

"The increase proposed for regiments of Native Cavalry and Infantry might be "accepted to such extent as may be necessary for regiments left behind; and Sir H. Green "might be asked if 20 men per troop will compensate him for the loss of a regiment "without relief.

Supplies.

"Due provision for the whole force is being made.

"The time of the Expedition is uncertain, but six months' supplies are ordered, and "must be followed up by further supplies immediately for three months, and continued so "as never to have less than six months' supplies in hand, until the termination of the "Expedition is clearly seen."

Final decision.

The constitution of the Force, as proposed by the Government of Bombay to the Government of India, was slightly modified by the proposal to substitute a regiment of Native Infantry from the Bengal Army for one of the Bombay regiments. By this means, and by taking a Native regiment from Belgaum without relief, the demands of Bombay for Madras Native Infantry to garrison stations were reduced to two—a reduction which was a great convenience, by diminishing the extraordinary demand for sea transport, which, owing to the arrangements to meet the troop-ships, conflicted with the requirements of the Expedition.

Madras Engineer and Commissariat Officers.

The Government of Madras undertook to supply half of the Engineer Officers of the Expedition; and also lent the aid of five Commissariat Officers, and steps were taken towards organizing a select body of gentlemen to accompany the Expedition, for the sole purpose of accurate scientific observation and inquiry.

The wishes of the Bombay Government were finally concurred in by the Government of India, the undermentioned battery and corps were selected from the Bengal Army for service in Abyssinia, and Brigadier-General D. M. Stewart nominated to command the Bengal portion of the Force, with a competent military Staff:—

Force finally selected from Bengal.

No. 5 Battery 25th Brigade Royal Artillery, and
Mountain Battery with mortars attached.

10th Bengal Cavalry (Lancers).
12th Ditto
21st Punjab Infantry.
23rd Ditto (Pioneers).

The whole of the troops from Bengal took mule transport with them, so that they were in a condition to move forward almost immediately on landing.

In addition to complete transport for the corps proceeding from Bengal, the Punjaub Government collected a large number of mules and ponies, which embarked at Kurrachee direct for Abyssinia.*

Departure of Reconnoitring Party and the Advanced Brigade.

On the 16th of September a reconnoitring party left Bombay to select a landing place on the shores of the Red Sea for the force.†

On the 7th of October an advance brigade of the following strength sailed from Bombay. Besides one month's sea provisions, two months' shore rations accompanied them, and an additional four months' shore rations were shipped for them, and despatched shortly after their departure.

	European Officers.	Native Officers.	W. Officers and Non-Com., Rank and File.	Public and Private Followers.	Horses.	Mules	Bullocks.
3rd Light Cavalry	10	4	390	483	464	..	..
No. 1 Co. Native Artillery ..	3	3	93	86	3	47	..
Nos. 3 and 4 Co. Sappers and Miners	3	4	240	61	..	..	..
10th Regiment Native Infantry	10	15	697	145	..	..	.
Marine Battalion	1	..	..	3	..	1	..
Land Transport Corps ..	1	..	8	439	1	411	..
Ordnance Department ..	..	..	2	6	..	..	..
Commissariat Department ..	1	..	..	223	1	..	30

Further Troops.

It was at this time proposed to despatch the G Battery 14th Brigade Royal Artillery, Her Majesty's 33rd Regiment, and the 27th Regiment Native Infantry, about the end of October from Kurrachee; and a second brigade about the 15th of November from Bombay, if the progress of the party engaged in the formation of the depôt at the point of debarkation and the collection of land transport was sufficiently advanced. The departure of these corps was however afterwards postponed for some days, awaiting further information from Annesley Bay.

Stores and Provisions.

Stores and provisions were actively prepared. Beside the supply stated above, the provisions to accompany the troops from Kurrachee to the extent of one month's sea provisions and two months' shore rations were ready and in process of shipment by the middle of October.

Postal arrangements.

At the recommendation of Commodore Heath, the island of Jib-ul-Teer was selected as a rendezvous at which despatch boats should give and receive mails from passing steamers, and the Bombay Government desired the Superintendent of Marine to prepare, after consultation with Commodore Heath, the necessary notification by Government to the several steam companies of the arrangement and of the signals for communication.‡

* For detailed postal arrangements, *see* Chapter XXVI.
† For details as to strength, &c., *see* Chapter VIII., page 282.
‡ For detailed arrangements, *see* Chapter XXIII.

Entertainment of Civil Medical gentlemen.

To assist in the provision of medical duties during the transport of the force to Abyssinia, Dr. Arnott, the Inspector-General, Indian Medical Department, asked permission to advertise for and entertain qualified civil medical gentlemen for a short time. To provide for those transports which, not taking troops, had a large number of camp followers on board, the Bombay Government authorized him to take such measures as might be necessary.*

It was finally decided that the Staff for the Force should be as follows:—

1 Lieutenant-General Commanding.

Staff of the Force.

PERSONAL STAFF.

Personal Staff.

1 Military Secretary.
1 Assistant Military Secretary (appointed in Abyssinia).
1 Persian Interpreter.
1 Amharic Interpreter.
2 Aides-de-Camp.
2 Extra Aides-de-Camp.
1 Surgeon (appointed in Abyssinia).
1 Commandant of the Commander-in-Chief's Camp (appointed in Abyssinia).

Head-Quarter Staff.

HEAD-QUARTER STAFF.

1 Deputy Adjutant-General.
1 Assistant Adjutant-General.
1 Deputy Quartermaster-General.
1 Assistant Quartermaster-General.
5 Deputy-Assistant Quartermasters-General (afterwards increased in Abyssinia to 9).
1 Political Secretary.
1 Deputy Judge-Advocate-General.
1 Controller of Supply and Transport.
1 Assistant Controller of Supply and Transport (appointed in Abyssinia).
1 Commandant of Artillery (afterwards nominated a Brigadier-General).
1 Aide-de-Camp to Commandant of Artillery (appointed in Abyssinia).
1 Brigade Major of Artillery.
1 Commanding Engineer.
1 Brigade Major.
4 Field Engineers.
8 Assistant Field Engineers.
1 Commissary of Ordnance (2nd Class).
1 Assistant Commissary of Ordnance (2nd Class).
1 Treasurer.
2 Paymasters.
3 Chaplains—Church of England.
1 Chaplain—Presbyterian.
2 Chaplains—Roman Catholic.

Divisional Staff.

Staff for two Divisions.

2 Majors-General Commanding.
2 Aides-de-Camp.
2 Extra Aides-de-Camp.
2 Assistant Adjutants-General.
2 Assistant Quartermasters-General.
2 Divisional Commanders of Artillery.

* For detailed particulars of the medical arrangements made, *see* Chapter XXXI.

Staff for each Brigade. — Brigade Staff.

5 Brigadiers-General Commanding (including Brigadier-General of Cavalry employed as a Political Officer throughout the campaign).
5 Aides-de-Camp.
5 Brigade Majors.

MEDICAL DEPARTMENT.* — Medical Department.

British Service.

1 Inspector-General of Hospitals.
1 Secretary to ditto (appointed in Abyssinia).†
1 Sanitary Officer
3 Staff Surgeon-Majors.
3 Staff Surgeons.
11 Staff Assistant-Surgeons.

N.B.—Each battery of Artillery was to have one Medical Officer, and each regiment of British Infantry one Surgeon and two Assistant Surgeons.

*Indian Service.**

2 Deputy Inspectors-General of Hospitals.
2 Field Surgeons.
1 Medical Superintendent at Zula.
2 Staff Surgeons and Deputy Medical Storekeepers.
1 Sanitary Officer.
1 Surgeon in charge of Hospital Ship.

N.B.—Each Native regiment was to have two Medical Officers.

COMMISSARIAT DEPARTMENT. — Commissariat Department.

1 Deputy Commissary-General.
5 Assistant „ „
5 Deputy Assist. „ „
4 Sub-Assistant „ „ (additional Officers were appointed in Abyssinia).†

LAND TRANSPORT CORPS. — Land Transport Corps.

1 Director.
1 Second in Command.
14 Captains } increased to 83 Officers in Abyssinia.‡
28 Subalterns }
13 Veterinary Surgeons.

BAZAAR DEPARTMENT.† — Bazaar Department.

1 Provost-Marshal.
1 Superintendent of Bazaars.

INTELLIGENCE DEPARTMENT. — Intelligence Department.

Under the Quartermaster-General (afterwards attached to Political Department).
To consist of three officers, with such additions in the field as might be found necessary.

TROOPS.

1st Division.

Artillery.
Cavalry.
Sappers and Miners.

1st Infantry Brigade.
1 British Regiment.
2 Native Regiments.

2nd Infantry Brigade.
1 British Regiment.
2 Native Regiments.

* *See* Chapter XXXI. † *See* Chapter XXIV. ‡ *See* Chapter XXVIII.

2nd Division,

Artillery.
Cavalry.
Sappers and Miners.

1st Infantry Brigade.	2nd Infantry Brigade.
1 British Regiment.	1 British Regiment.
2 Native Regiments.	2 Native Regiments.

The regiments coming from Bengal were to be attached afterwards.

Grant of free passage to England for Officers' families.

On the 27th of September, the Bombay Government, at the recommendation of Sir Robert Napier, sanctioned, pending a reference to the Government of India, the grant of free passage from India to England in Her Majesty's troop-ships for the families of officers proceeding on service to Abyssinia.

On the 9th of October following, the Government of India approved of the grant of passage to England on board of Her Majesty's Indian troop-ships to those families of officers of British regiments proceeding on field service to Abyssinia that might desire it, provided that accommodation was available.

This arrangement was sanctioned by the Secretary of State for India on the 30th November following.

On the 30th of October the Government of India extended this indulgence to the wives and families of officers generally belonging to the Abyssinian force, and afterwards the wives of officers proceeding from Bengal to Abyssinia were permitted to accompany their husbands as far as Aden in troop transports.

Sir R. Napier to communicate direct with the Home Government.

On the 18th of October, the Secretary of State sent instructions to the Government of Bombay to the effect that, as soon as Sir Robert Napier took the immediate command of the force, he should place himself in direct communication with Her Majesty's Government in England, addressing all reports of his proceedings to the Secretary of State for India, and forwarding copies of such reports to the Governments of India and Bombay.

Force to be under Indian Regulations.

On the 30th of November, the Secretary of State confirmed the ruling of the Bombay Government, that the force proceeding to Abyssinia should, so long as its services were required in that country, be considered to be in all respects under the Indian Regulations with respect to pay, appointments, and establishments; and it was further ruled that all officers or men under orders to join the force from England should be brought on the Indian establishment from the date of their arrival at Aden or Suez.

Future proceedings to rest with the Government of India

Reserve.

The Secretary of State on the same day ruled that from that date all further proceedings connected with the organization and equipment of reinforcements, when called for by Sir Robert Napier, should rest with the Government of India, and that the force detailed was to be maintained, as far as the Native portion was concerned, by the authorities of the several presidencies to which the Native corps belonged; but that any additional body of troops that it might be considered necessary to hold in reserve was to be composed and organized in such manner and at such place as the Government of India might determine.*

Temporary increase to Bengal and Bombay Armies.

The Secretary of State further approved of the measures adopted with a view to a temporary increase in the numerical strength of the Native Armies of Bengal and Bombay. The entire cost of recruiting, as well as the pay and allowances of the additional

* It was afterwards decided, with the concurrence of His Royal Highness the Field-Marshal Commanding in Chief, that European reserves should be Troops in England or stationed in the Mediterranean.

men raised, were, in accordance with the instructions laid down in previous despatches, to be included in the monthly statement of expense to be ultimately charged to the Imperial Government.

It was left to the Government of India under the special circumstances, to provide, by such measures as necessary, for the security of our Indian possessions.

On the 11th of November, a General Order was published by the Bombay Government, directing the despatch of the force to Abyssinia, under the command of Lieutenant-General Sir Robert Napier, G.C.S.I. and K.C.B.

This Force was to consist of the following troops:—

Composition of the Force, and the names of Commanding Officers of Corps.

Cavalry.

Hd.-Qrs. Wing, 3rd Drg. Gds., under command of	Lieut.-Colonel C. Tower.
10th Regiment Bengal Native Cavalry (Lancers)	Major C. H. Palliser.
12th „ „ „	Major H. H. Gough, V.C.
3rd Regiment Bombay Native Cavalry	Lieut.-Colonel J. C. Graves.
3rd Regiment Sind Horse	Major W. L. Briggs.

Artillery.

*C Battery E Brigade Royal Horse Artillery	Major T. J. Maclachlan, R.H.A.
2 Rocket Batteries, Naval Brigade	Commander T. H. B. Fellowes, R.N.
G Battery 14th Brigade R.A. (Armstrong guns)	*Captain A. H. Murray, R.A.
No. 3 Batt., 21st Brig. R.A. with Mountain Train	*Captain and Brevet Lt.-Col. L. W. Penn, R.A.
No. 5 „ „ „ „ „	Captain G. Twiss, R.A.
No. 5 „ 25th „ „ „ „	Captain and Brevet-Major A. H. Bogle, R.A.
No. 1 Company Native Artillery	Captain and Local Major P. D. Marrett, R.A.

Engineers.

10th Company Royal Engineers	2nd Captain and Brevet-Major G. D. Pritchard, R.E.
4 Companies Bombay Sappers and Miners	2nd Captain A. T. Macdonnell, R.E.
3 Companies Madras „ „	2nd Captain and Brevet-Major N. D. Prendergast, V.C., R.E.

Infantry.

1st Bn. 4th Foot (King's Own Royal Regiment)	*Major and Brevet Lt.-Col. W. C. Cameron.
26th Foot (Cameronians)	Lieut.-Colonel S. Henning.
33rd Foot (Duke of Wellington's)	Colonel A. R. Dunn, V.C.
45th Foot (Sherwood Foresters)	Lieut.-Colonel H. W. Parish.
21st (Punjab) Bengal Native Infantry	Major J. B. Thelwall, C.B.
23rd „ „ „ (Pioneers)	Major C. F. Chamberlain.
2nd Bombay Native Infantry (Grenadiers)	Lieut.-Colonel St. J. O. Muter.
3rd „ „ „	„ E. Campbell.
5th „ „ „ (Light Infantry)	„ W. Taylor.
8th „ „ „	„ J. P. Sandwith.
10th „ „ „	„ J. Field.
18th „ „ „	„ J. J. Coombe.
25th „ „ „ (Light Infantry)	„ A. B. Little.
27th „ „ „ (1st Beloochees)	Major H. Beville.
1 Company 21st Bombay, N. I. (Marine Battalion)	Lieutenant T. Beck.
Bengal Coolie Corps (2,000 strong)	Lieutenant Smith.
Bombay Army Works Corps (1,000 strong)	Captain W. Blakeney.

* Afterwards countermanded.

The following Statement shows in detail the Strength of the Force ordered from India. The embarkation Returns in Chapter VII, show the actual strength on embarking.

	From what Station.	European.			Native.			Horses.	Bullocks.	Mules.
		Officers.	Warrant Officers.	Non-Commissioned Rank and File.	Commissioned and Non-Commissioned Rank and File.	Public Followers.	Private Followers.			
Bombay Troops.*										
Artillery.										
†C—E Royal Horse Artillery	Kirkee	6	1	145	...	395	48	214	64	...
G—14th Royal Artillery	Hyderabad	7	1	150	...	319	71	144	96	...
‡3—21st ditto	Kirkee	5	...	68	...	27	20	3	2	153
‡5—21st ditto	Belgaum	4	1	75	...	50	26	3	2	
No. 1 Company, Native Artillery	Mallegaum	3	...	...	77	42	40	3	...	47
	Total	25	3	438	77	833	205	367	164	200
Cavalry.										
Squadron 3rd Dragoon Guards	Ahmednuggur	11	2	200	...	321	96	249	3	...
3rd Regiment Light Cavalry	Poona	9	...	...	450	400	80	458	...	...
3rd Regiment Sinde Horse	Jacobabad	6	...	...	494	486	18	507	43	...
	Total	26	2	200	944	1,207	194	1,214	46	...
Sappers and Miners.§										
No. 1 Company	Aden	1	...	...	102	20	10	1	1	...
No. 3 ,,	Kirkee	2	...	...	122	20	10	1	1	...
No. 4 ,,	Kirkee	1	...	...	122	20	10	1	1	...
	Total	4	...	...	346	60	30	3	3	...
Infantry.‖										
1st Battalion 4th Foot	Bombay	31	3	707	...		145	8	20	...
26th Foot	Belgaum	32	3	700	...	314	145	9	20	...
33rd ,,	Kurrachee	31	3	792	...	352	110	10	20	...
45th ,,	Poona	27	3	712	...	300	164	7	20	...
2nd Native Infantry	Surat	8	...	...	712	306	51	8	8	...
3rd ,,	Mallegaum	8	...	...	712	93	51	8	8	...
5th ,,	Belgaum	8	...	...	712	93	51	8	8	...
8th ,,	Ahmedabad	8	...	...	712	93	51	8	8	...
10th ,,	Poona	8	...	...	712	93	51	8	8	...
18th ,,	Rajkote	8	...	...	712	93	51	8	8	...
25th ,,	Bombay	8	...	...	712	93	51	8	8	...
27th ,,	Kurrachee	8	...	...	712	93	51	8	8	...
	Total	185	12	2,911	5,696	2,016	972	98	144	...
Bengal Troops.	Total of Bombay Troops	240	17	3,549	7,063	4,116	1,401	1,682	357	200
Artillery.										
¶5—25th Royal Artillery	Darjeeling	6	...	77	...	126	37	6	2	77
Cavalry.										
10th Regiment Light Cavalry	Saugor	8	...	...	494	401	105	507	43	...
12th ,, ,,	Cawnpore	8	...	...	494	401	105	507	43	...
	Total	16	...	...	988	802	210	1,014	86	...
Pioneers.										
23rd Regiment	Peshawur	8	...	...	736	79	111	8	8	380
Infantry.										
21st Regiment Native Infantry		8	...	...	712	93	51	8	8	...
	Total of Bengal Troops	38	...	77	2,436	1,100	409	1,036	104	457
Madras Troops.										
Sappers and Miners.										
G. Company	Bangalore	5	...	4	128	20	10	5	1	...
K. ,,	Bangalore	5	...	4	128	20	10	5	1	...
H. ,,	Secunderabad	5	...	4	128	20	10	5	1	...
	Total	15	...	12	384	60	30	15	3	...
	Total of Madras Troops	15	...	12	384	60	30	15	3	...
	Grand Total	293	17	3,638	9,883	5,276	1,840	2,733	264	657

* Two batteries Naval Brigade afterwards added.
† Afterwards countermanded.
‡ The Guns of the Mountain Artillery came from England, as well as the 10th Company Royal Engineers, and are not detailed in this list.
§ Another Company Sappers and Miners was afterwards sent from Aden.
‖ A Company of the 21st Bombay Native Infantry or Marine Battalion, was also sent with the reconnoitring party (not included in the above Statement).
¶ Afterwards completed to 8 Officers and 120 rank and file, exclusive of Native drivers.

The following appointments to the Staff of the Force were made. List of Staff Officers.

PERSONAL STAFF of his Excellency Lieutenant-General Sir Robert Napier, G.C.S.I. and K.C.B.:—

Military Secretary	Lieut.-Colonel M. Dillon, Rifle Brigade.	Personal Staff.
Persian and Arabic Interpreter	Captain H. Moore, Staff Corps.	
Amharic Interpreter	Captain C. Speedy, late 81st Foot.	
Aides-de-Camp	Lieut. R. W. Napier, Bengal General List. „ W. W. H. Scott, Bengal General List.	
Extra Aides-de-Camp	Captain W. Arbuthnot, 14th Hussars.* Lieutenant H. M. Hozier, 2nd Life Guards (Assistant Military Secretary). Cornet Lord C. Hamilton, 11th Hussars.	
Surgeon	Surgeon J. Lumsdaine, Bombay Army.	
Commandant at Head-Quarters	Colonel C. C. Fraser, V.C., 11th Hussars.	

Head-Quarters.

Deputy Adjutant-General	Colonel the Hon. F. Thesiger, 95th Foot.	Head-Quarter Staff.
Assistant Adjutant-General	Lieut.-Colonel W. E. Macleod, Staff Corps.	
Deputy Quartermaster-General	Lieutenant-Colonel R. Phayre, Staff Corps.	
Assistant Quartermaster-General	Captain T. J. Holland, Staff Corps.	
Deputy Assistant Quartermasters-General	Captain J. H. Fawcett, 1st Royals. „ A. G. F. Hogg, Staff Corps. „ B. H. Pottinger, Royal Artillery. Brevet-Major A. Gammel, 46th Foot. Lieutenant O. de Thoren, 45th Foot. „ C. M. MacGregor, Ben. St. Crps. „ C. F. James, Staff Corps. Captain J. G. Watts, Staff Corps. „ S. De B. Edwardes, 2nd Bom. N. I.	
Political Officer	Brigadier-General W. L. Merewether, C.B., Staff Corps.	
Political Secretary	Lieut. W. M. Tweedie, Bengal Staff Corps.	
Controller of Supply and Transport	Lieut.-Colonel H. W. Holland, Staff Corps.	
Assist. Controller of Supply and Transport	Captain M. W. Willoughby, Staff Corps.	
Deputy Judge Advocate-General	Major C. O. Maude, Staff Corps.	

Divisions.

Commanding Divisions	Major-General Sir C. W. D. Staveley, K.C.B. „ G. Malcolm, C.B.	Divisional Staff.
Aide-de-Camp to Major-General Sir C. Staveley, K.C.B.	Lieutenant M. S. Saunders, 20th Hussars.	
Aide-de-Camp to Maj.-Gen. G. Malcolm, C.B.	Lieutenant L. F. Heath, 33rd Foot.	
Extra Aide-de-Camp to Major-General Sir C. Staveley, K.C.B.	Captain G. Arbuthnot, R.A.	
2 Assistant Adjutants-General	Major G. F. C. Bray, 96th Foot. Lieut.-Colonel H. H. A. Wood, Staff Corps.	
2 Assistant Quartermasters-General	Major F. S. Roberts, R.A., V.C. „ R. Baigrie, Staff Corps.	

* Appointed Assistant Military Secretary on the departure of Lieut. Hozier, on medical certificate, to England from Antalo, 12th March, 1868.

Brigades.

Brigade Staff.	Commanding Brigades (2nd Class), with the rank of Brigadier-General	Colonel J. E. Collings, 33rd Foot. „ W. Wilby, 4th Foot. „ D. M. Stewart, Bengal Staff Corps. „ J. W. Schneider, 2nd Bom. N.I.
	Aide-de-Camp to Brigadier-General Collins..	Captain W. Bally, 33rd Foot.
	Aide-de-Camp to Brigadier-General Wilby ..	Lieutenant Sweny, 4th Foot.
	Aide-de-Camp to Brigadier-General Stewart..	Captain C. Martin, Bengal Army.
	Aide-de-Camp to Brigadier-Gen. Schneider..	Lieutenant C. MacRae, Staff Corps.
	Brigade-Majors	Captain P. E. Quin, 33rd Foot. „ W. Hicks, Staff Corps. „ H. Fellowes, Bengal Staff Corps. Brevet-Major W. T. Goldsworthy, 91st Foot. Captain G. F. Beville, Staff Corps.

Artillery.

Artillery Staff.	Commanding Royal Artillery	Colonel (afterwards Brigadier-General) J. G. Petrie, Royal Artillery.
	Aide-de-Camp	Lieutenant E. F. Chapman, R.H.A.
	2 Divisional Commanders	Lieut.-Col. Hill Wallace, Royal Artillery. „ T. W. Milward, Royal Artillery.
	Brigade-Major	Captain H. Geary, R.A.

Engineers.

Engineer Staff.	Commanding Engineer	Lieut.-Colonel H. St. Clair Wilkins, R.E.
	Brigade-Major	2nd Captain C. A Goodfellow, R.E., V.C.
	4 Field Engineers	Captain W. W. Goodfellow, R.E. „ J. M. Greig, R.E. „ C. J. Darrah, R.E. „ W. Chrystie, R.E.
	8 Assistant Field Engineers	Lieutenant F. J. Smith, R.E. „ K. A. Jopp, R.E. „ C. C. Saxton, R.A. „ R. P. Pennefather, R.E. „ T. J. Willans, R.E. „ R. A. Sargeaunt, R.E. „ W. H. Coaker, R.E. „ F. W. Graham, 108th Foot.

MEDICAL DEPARTMENT.

British Service.

Medical Staff, British Service.	Inspector-General of Hospitals (and Principal Medical Officer of the Force) ..	S. Currie, M.D., C.B.
	Secretary to Inspector-General	Assist.-Surgeon W. T. Martin, M.D.
	3 Staff Surgeon-Majors	T. Guy. Meikleham. W. Deeble.
	1 Sanitary Officer	Morehead.
	3 Staff Surgeons	A. Semple. C. D. Madden. R. Webb.

8 Staff Assistant Surgeons	W. Jay. J. Collins. H. W. Devlin. Gillespie. I. Martin. W. C. Robinson. K. Macaw. E. Townsend. Alden. Williams. Cogan.	

Hospital Ships (British Troops).

3 Staff Surgeons	Woodward. Chartres. Roch.	Medical Staff, Hospital Corps.
3 Staff Assistant Surgeons	Fairland. Wheeler. Murphy.	

Indian Service.

2 Deputy Inspectors-General of Hospitals	S. M. Pelly. E. Mahaffy, M.D.	Medical Staff, Indian Service.
2 Field Surgeons	Surgeon-Major G. C. W. Maitland, M.D. „ „ D. Wyllie, M.D.	
1 Medical Superintendent, Zula	„ „ J. G. Nicolson, M.D.	
Sanitary Officer	Surgeon J. Lalor.	
2 Staff Surgeons and Deputy Medical Storekeepers	„ H. O. Thorold. „ W. A. Shepherd.	

Hospital Ship (Native Troops).

Surgeon	W. Partridge.	

Ordnance Department.

2nd Class Commissary of Ordnance	Captain F. Swanson, R.A.	Ordnance Staff.
Assistant „ „	Lieutenant F. Spring, R.A.	

*Commissariat Department.**

Deputy Commissary-General	Lieut.-Colonel A. W. Lucas, Staff Corps.	Commissariat Staff.
2 Assistant Commissaries-General, 1st Class	Major F. P. Mignon, Staff Corps. „ G. R. F. Bardin, Madras Staff Corps	
3 Assistant Commissaries-General, 2nd Class	„ J. Leven, Bengal Staff Corps. Captain M. W. Willoughby, Staff Corps. Captain H. P. Hawkes, Madras Staff Corps.	
3 Deputy Assistant Commissaries-General, 1st Class	„ B. F. Heysham, Madras Staff Corps. Major T. W. Stansfeld, Madras Staff Corps. „ J. Thacker, Staff Corps.	
2 Deputy Assistant Commissaries-General, 2nd Class	Captain N. R. Burlton, Bengal Staff Corps. Lieutenant W. T. Keays, Staff Corps.	

* The names of the additional Commissariat Officers appointed in Africa will be found in Chapter XXIV.

Commissariat Department—continued.

4 Sub-Assistant Commissaries-General, 1st Class	Lieutenant A. M. Shewell, Staff Corps. „ G. F. Bryant, Staff Corps. „ W. G. Smith, Bengal Infantry. „ C. B. Smith, Madras Infantry.

Intelligence Department.

Intelligence Staff.

Major J. A. Grant, C.B., Bengal Staff Corps.
„ Roome, Staff Corps.
Colonel Jeremiah Brazier, C.B., Retired List, Bengal Army.
Mr. Meer Akbar Allee.

* *Transport Corps.*

Officers of the Transport Corps.

Director of Transport	Major R. P. Warden, Staff Corps.
Second in Command	„ T. Nuttall, Staff Corps.
Captains of Divisions (each Division to comprise 2,000 animals)	Captain G. C. Bartholomew, 10th Foot. „ R. Annesley, 10th Foot. „ W. L. Twentyman, 18th Hussars. „ H. Waring, 2nd Queen's Royal Regiment. „ F. P. Bartholomew, Staff Corps. „ E. Boyle, 96th Foot. „ C. M. Griffith, Staff Corps. „ C. W. Yonge, Staff Corps. „ C. M. McInroy, Madras Staff Corps „ L. A. M. Graeme, 102nd Foot. „ W. H. Beaumont, 102nd Foot. „ C. M. Ducat, Staff Corps. „ T. F. Bainbridge, Bengal Staff Corps. Lieutenant A. G. Ross, Bengal Staff Corps.
Subalterns	Captain J. S. Hand, 82nd Foot. „ Roddy, V.C., Bengal Army. Lieutenant Chalmers, Bengal Staff Corps. „ Gaselee, 93rd Regiment. „ Ryves, Bengal Staff Corps. „ T. T. Hodges, 76th Foot. „ E. S. R. Carnac, 19th Hussars. „ W. W. Edwards, 8th Madras Cavalry. „ F. J. Mortimer, R. H. Artillery. „ W. S. Daniell, 105th Foot. „ H. Coghlan, 21st Hussars. „ F. J. Caldecott, R. H. Artillery. „ C. Sturt, 6th Bombay N.I.

* The Transport corps was organized originally with 44 Officers. At the conclusion of the campaign it had 3 Officers. After arrival in Abyssinia, the corps was divided into a Highland and Lowland Train, and Captain J. S. Hand, 82nd Regiment, was nominated a Sub-Director of the corps and Director of the Highland Train. *See* Chapter XXVIII.

Subalterns—*cont.*	Lieutenant J. D. Clark, Madras Cavalry (Paymaster).	
	„ A. E. Pearse, 76th Foot.	
	„ F. M. Onslow, Madras Gen. List.	
	„ J. B. Hennell, Staff Corps.	
	„ W. Luckhardt, 109th Foot.	
	„ D. du M. Gunton, 96th Foot.	
	„ B. W. Faulkner, 95th Foot.	
	„ H. de P. Rennick, 21st Foot.	
	„ M. G. Gerard, Royal Artillery.	
	„ N. E. Carr, 10th Foot.	
	Cornet C. A. de N. Lucas, 2nd Queen's Bays.	
	Ensign A. D. Strettell, 109th Foot.	
Veterinary Surgeons	Captain the Honourable Montague Mostyn, 21st Fusiliers.	Veterinary Officers.
	J. H. B. Hallen, Staff Veterinary Surgeon	
	W. Lamb, 1st Class „ „	
	G. J. Rollings.	
	John Anderson.	
	G. Blake.	
	F. C. Boulter.	
	A. A. Jones.	
	J. Kettle.	
	F. Duck.	
	J. C. Berne.	
	J. Reilly.	
	R. Wilson.	

Pay Department.

Treasurer	Lieutenant-Colonel Bartlett, Bengal Staff Corps.	Pay Department.
2 Paymasters	Captain D. B. Young, Staff Corps.	
	Major F. W. Knight, Staff Corps.	

Bazaar Department.

Superintendent of Bazaars	Major R. M. Bonnor, Staff Corps.	Bazaar Department.

Chaplains.

3 Church of England	Reverend H. F. Corbyn, Bengal Establishment.	Chaplains.
	„ E. S. Goodhart, Madras Establishment.	
	„ W. J. Ffennell, Bombay Establishment.	
1 Church of Scotland	„ W. Ross.	
2 Church of Rome	„ A. Goffinet.	
	„ R. Scalinger.	

Organization of Cavalry on the Silladar system.

It will be seen that four regiments of Native Cavalry were attached to the Force; all of these were organised on the Silladar system.

The pay and general organization of these regiments as altered to meet requirements for this campaign have already been shown.‡‡

One of the regiments of Sind Horse was present with the Force, having accompanied the Advance Brigade to the Bashilo, and did excellent service.

The interior economy of the other Native Cavalry employed with the Force, viz.: the 3rd Bombay Cavalry and the 10th and 12th Bengal Cavalry, differs in some slight particulars from that of the Sind Horse, but the following outline of the manner in which the duties of the Sind Horse are carried out in India illustrates generally the Silladar system, on which all Native Cavalry in India is now organized:—

Each regiment has the following European Officers:—1 Commandant, 3 Squadron Officers, 1 Adjutant, 2 Squadron Subalterns, and 1 Surgeon.

Native establishment of Silladar Cavalry.

The Native establishment of each regiment and the pay, monthly stoppages, and pension, of each rank are as follows:—

Establishment.	Rank.	Monthly Pay.	Regimental Fund Subscription.		Stoppages for Clothing, Arms, and Accoutrements, &c. &c.					Net Pay.	Pension.	
			Fixed monthly Percentage on Pay.	Ordinary fixed Subscription for Horses.	Regular Monthly Stoppages.		Till articles are paid for.				After 20 years.	After 40 years.
					Clothing.	Horse Furniture.	Arms and Accoutrements.	Sword for Native Officers.	Extra — such as Bridles, Stirrups, &c.			
		Rs.	Rs. a. p.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs.	Rs.
1	Russuldar Major*	250	2 14 0	1 0	7 0	0 8	3 0	25 0	0 8	90 0	25	40
2	Russuldars*..	200	2 4 0	1 0	7 0	0 8	3 0	25 0	0 8	90 0	25	40
1	Wordee Major*	140	1 8 0	1 0	7 0	0 8	3 0	25 0	0 8	60 0	25	40
3	Russaldars*..	107	1 1 5	1 0	6 0	0 8	3 0	25 0	0 8	60 0	18	30
6	Naib Russuldar*	67	0 9 5	1 0	5 0	0 8	3 0	25 0	0 8	30 0	12	..
6	Jemedars*	60	0 8 0	1 0	5 0	0 8	3 0	25 0	0 8	30 0	12	..
1	Kote Duffedar Major†	55	0 7 0	1 0	5 0	0 8	3 0	..	0 8	15 0	7	..
1	Trumpet Major	45	0 3 8	1 0	4 0	0 8	3 0	..	0 8	..	7	..
1	Farrier Major	50	0 6 0	1 0	4 0	0 8	3 0	..	0 8	15 0	4	..
6	Kote Duffedars‡	47	0 5 5	1 0	3 0	0 8	3 0	..	0 8	15 0	7	..
30	Duffedars§	38	0 3 8	1 0	3 0	0 8	3 0	..	0 8	13 2	7	..
6	Neshan Burdars‖	38	0 3 8	1 0	3 0	0 8	3 0	..	0 8	13 2	7	..
30	Naiques¶	33	0 2 8	1 0	1 2	0 8	1 0	..	0 8	13 2	7	..
6	Trumpeters..	34	0 2 10	1 0	1 0	0 8	1 0	..	0 8	13 2	7	..
400**	Sowars††	30	0 2 0	1 0	1 0	0 8	1 0	..	0 8	9 6	4	..

* Ranks of Native Officers by seniority.
† Regimental Serjeant-Major.
‡ Troop Serjeant-Major.
§ Serjeants.
‖ Standard Bearers.
¶ Corporals.
** Of the 400 Sowars, 12 are Farriers, 3 Acting Farriers, 3 Acting Trumpeters, 6 Pay Duffedars, 18 Lance Naiques.
†† Troopers.

Silladar system in India.

Enlistment.

At the head-quarters of the Sind Horse there are always a number of young men, generally the relations or friends of the men already in the Service, ready to offer themselves as recruits for enlistment. On a vacancy occurring, a certain number are selected as physically fit for service; they are told to mount on bare-backed horses belonging to their friends in the Brigade, and they have to race over a course selected by the Commanding Officer; the man who comes in first, in good time, and appears to

‡‡ *See* Chapter V, page 115.

be able to ride well, is selected as a candidate for enlistment; and should he agree to a certain acknowledgment given him to sign, he is enlisted, and his name entered in the Regimental Register, together with that of the individual who stands security for his future good conduct and behaviour.

A Bargheer* after enlistment has to join any troop† to which he may be ordered, or in which a vacancy may exist; and Silladars are not permitted to call upon their Bargheers to perform any work beyond their legitimate duties as soldiers; in fact, so far as duty is concerned no distinction is allowed between Bargheer and Silladar.

Regimental Fund.

Each regiment has a fund, styled the Regimental Fund. This fund is formed by monthly subscriptions of 1 rupee for every horse or Assamee held in the regiment, together with 2 annas on every 10 rupees of the personal pay of each Silladar. All fines inflicted are also credited to this fund. When an Assamee‡ is presented to any one, the individual pays into the fund a donation of 20 rupees. By the term "personal pay" is understood that portion of the pay which is exclusive of 20 rupees which is considered the portion out of every Silladar's pay to be devoted to the maintenance of a horse and its accoutrements.

Number of horses in each regiment.

Each regiment consists of 493 Assamees, from which ordinarily a subscription of 499 rupees per mensem is derived, and which is sufficient to meet the outlay incurred by the loss of five horses; but in the event of the loss exceeding that number, the course usually adopted is to deduct 2 rupees from each Assamee, or a total sum of 998 rupees per mensem, unless the total of deaths should exceed 10, in which case the original subscription would be trebled. In these cases there is generally a gain of considerable amount to the fund. But the system is found to act beneficially in causing all Silladars to take greater care of their horses, with the view of avoiding the doubled or trebled subscription, and this prevents any undue advantage being taken of the benefits of the fund.

On a horse dying, or being shot by order of the Commanding Officer, on account of any contagious disease, the owner receives 100 rupees from the Fund to assist him in procuring another.

Expenses of extra establishments.

The expenses of any extra establishment required to add to the efficiency of the regiment, such as artificers in excess of those paid for by Government, are defrayed out of this fund; so are the allowances to the Drill Duffedar and Drill Naique—none being granted by Government. The cost of farriers' and artificers' tools, the cost of repair of the Regimental Horse Lines, the periodical repair of ball-practice butts, and any expenditure for general benefit, are also defrayed from this Fund.

Accounts.

The accounts of the Fund are carefully kept; every item of expenditure or receipt is entered in English and Persian in a cash account-book, which is closed, examined, and the cash balance counted by a committee composed of the five senior Native Officers present at head-quarters at the end of the month. Any balance in excess of about a month's pay for a complete squadron, retained in case of a detachment being suddenly ordered to march on service, is placed in the hands of the Regimental Agent, through whom payments to tradesmen are effected.

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* A Bargheer is a man who is not the owner of a horse, but rides the horse of a Silladar, and receives only personal pay. A Silladar is the owner of one or more horses, and receives, in addition to his personal pay of 10 rupees per mensem, 20 rupees a month for each horse he is allowed to possess.

† In some of the Bengal Silladar Cavalry regiments, men are posted to troops according to castes or nationalities.

‡ "Assamee" is the right of owning a horse in the regiment.

Clothing, arms, and accoutrements.

The arrangements for clothing and supplying arms and accoutrements to the men are quite separate from the Regimental Fund.

The monthly stoppages on this account are adjusted so as just to cover the cost of the articles at the place of issue.

The gross sums as recovered are carried to credit in the Regimental Fund account-book, that the Commanding Officer may know what he has in hand, and how to regulate his remittances to the different tradespeople.

Nothing is sent for until means have been provided for payment.

No advances are ever allowed on any pretext.

The clothing is received from a private contractor, and the issue is biennial.

The old clothing forms the undress of the regiment, and the new the full dress. In case of officers or men being pensioned or discharged at the recommendation of the Medical Officer (not in disgrace), their clothing and accoutrements are received into store at a valuation fixed by a committee of Native Officers appointed for that purpose, and the cloth clothing is issued to recruits, forming their "undress" at the reduced prices fixed by the committee.

Dress.

The dress consists of a plain green "alkalak" (tunic) and green cloth "pyjamahs" (trousers) for Sowars. Non-commissioned officers have a slightly different but a better description of cloth, with silver lace chevrons and narrow lace round the neck and the opening at the chest. Commissioned officers' dress consists of superfine green cloth alkalak, with silver lace* and embroidery more or less, according to rank, superfine green cloth pyjamahs with lace down the seam. Jack boots and white metal spurs are obtained from England; the boots, with ordinary care, lasting 10 years. "Puggrees" (turbans) and "kumburbands" (waistbands) are procured by the men themselves, red for all ranks. For dismounted duties, a pair of shoes, with white metal buckles, are worn.

In the cold weather, an Affghan "neemcha," or buff-leather coat, made of sheepskin with the wool inside, is worn over the alkalak, but under the accoutrements; they are generally issued every two years.

The articles mentioned above are made by contract, and on being received from the contractors are examined by a Committee composed of Officers commanding Troops, the Native Quartermaster, the Kote Duffedar, and an intelligent private Sowar from each troop. A European officer generally attends this Committee, for general supervision. Any neemchas that may turn out too small or bad after having been passed by the Committee, are returned to the Quartermaster, who sells them by auction, and any loss which may occur by their sale is made good by the Committee.

Saddlery.

The saddle-cloth is of plain green cloth cut square to fully cover the saddle, and is the same for all ranks.† The head-stall and cruppers are made of cotton rope, covered with green cloth purchased from the clothing contractor, made up at head-quarters by a contractor, and examined; as are also the blue-dyed cotton-plaited standing martingales. These articles are issued at the same time as the clothing.

Accoutrements.

The accoutrements are obtained from England; they are made of the best and strongest waxed black leather, and are unvarnished. They consist of belt and pouch, worn over the shoulder, the latter holding 20 lb. of ammunition. The waist-belt holds the sword in a strong leather frog. The cap-pouch is worn on this. A double-barrelled carbine is slung on a spring hook attached to another belt underneath, but is kept close and tight to the side of the man by a small strap on the waist-belt, fastening round the

* The lace of the Sind Horse has lately been altered to gold.

† Lately altered in the Sind Horse to the "Universal saddle," with regulation bridle.

stock to a small button. The waist-belt has a plate fastening in front, having the regimental device on it. The shape of swords is the curved pattern of the old Dragoon sabres, and they are also obtained from England; they have strong wooden scabbards, covered with black leather, having a metal boot at the point.

The carbines are double-barrelled, smooth bore, 14 gauge; these also are obtained from England. The bridles and stirrup-leathers are made of good strong English leather, and are obtained from England; also the bits and stirrups. Carbines.

The following is the price of the arms and accoutrements at Jacobabad, the head-quarters of the corps; a percentage, generally 10 per cent., is added to cover the charges of transit, custom-house duties, &c.:— Cost of Arms and Accoutrements.

	R.	A.	P.
Carbine	46	0	0
Pistol, double-barrelled	46	0	0
Nipple screw, wrench, &c.	1	8	0
Native Officer's pouch-belt, with white metal chain	22	0	0
Sowar's pouch-belt	4	10	0
Native Officer's sword-belt	38	0	0
Non-commissioned Officer's pouch-belt, with pouch	12	0	0
Non-commissioned Officer's and Sowar's sword-belts, and cap-pouch with tier	7	8	0
Native Officer's sword	75	0	0
Non-commissioned Officer's and Sowar's swords	10	0	0
Sword-knot	0	12	0
Bridle with bit	9	4	0
Stirrups, iron, with leather complete	6	12	0
Boots	10	0	0
Spurs	3	0	0
Shoes, with buckle	2	0	0

The cost of the clothing at Jacobabad, including all charges for transit, is as follows:— Cost of Clothing.

Native Officers' Alkalak.

	R.	A.	P.
Russuldar Major	133	3	6
Russuldar	133	3	6
Russaidar	109	3	6
Naib Russuldar	87	3	6
Jemedar	87	3	6
Native Officers, Payjamas (pantaloons), all grades	30	0	0

Non-commissioned Officers' Alkalak.

Kote Duffedar Major (Regimental Serjeant-Major)	75	3	6
Farrier Major	75	3	6
Trumpet Major	75	3	6
Kote Duffedar (Troop Serjeant-Major)	75	3	6
Duffedar (Serjeant)	57	3	6
Neshan Burdar (Standard-bearer)	57	3	6
Naique (Corporal)	14	3	6
Sowar (Trooper)	15	3	6
Trumpeter	15	3	6

Cost of clothing.

Non-commisioned Officers and Men.

	R.	A.	P.
Pyjamas (pantaloons), all grades	6	0	0
Neemchas (buff leather coats)	1	14	0
Saddle cloths, for all grades	12	0	0
Chevrons for Kote Duffedar-Major, Farrier-Major, and Trumpet-Major, each	12	0	0
Chevrons for Kote Duffedar, four bars silver lace	8	0	0
„ Duffedars and Neshan Burdars, each	6	0	0
„ Naiques, two bars silver lace	4	0	0
„ Lance Naique, one bar silver lace	2	0	0
Gold embroidered trumpet for Trumpeter	3	0	0
Gold horse-shoes for Farriers	3	0	0

Stoppages.

The monthly stoppages for clothing are so adjusted as just to cover the cost of the articles at the place of issue; this will be found in the general Table given at page 186, showing the pay of each rank, together with the fixed subscription to the Regimental Fund, the regular monthly stoppages for clothing, horse furniture, arms, &c.

The stoppages on account of extra clothing, that is, other than the regular biennial clothing of the whole corps supplied to recruits* on first joining, is 8 annas per mensem, such stoppages being continued until the cost of the extra clothing supplied has been recovered. Men are at liberty to equip themselves with such clothing, if so inclined. The regular monthly instalment for boots is 8 annas.

Silladars.

No person, unless serving in the corps, is allowed to purchase, or otherwise acquire an Assamee in it. In all cases the Assamee or Assamees of deceased men are sold at once at roll-call by auction, and carried to the credit of the estate, excepting in the case of the deceased man's sole heir being a son or nephew actually serving in the corps, in which case it is discretionary with the Commanding Officer to permit the transfer of one or more Assamees to such relation (he being sole heir), should he be worthy of the favour, and be otherwise qualified by length of service, and by having passed the drill examination, to hold an Assamee. In all transfers of Assamees by sale or otherwise, a *bonâ fide* transfer of property takes place. The interest of the former owner entirely ceases from the moment the horse is entered in the name of the new Silladar; and the man selling or transferring the Assamee acknowledges before the Commanding Officer at Orderly Room that he is aware that he has no further claim to the transferred Assamee.

All sales are for ready money only. Both buyer and seller report at the Orderly Room held the morning after the auction, the one that he has paid, and the other that he has received, the money. Attempts at deception (such as horses really belonging to one man being entered or retained in the name of another, and the like), on coming to the notice of the Commanding Officer cause the forfeiture of the Assamee.

It is distinctly understood that the Silladar in whose name the horse may be borne is the sole proprietor of the animal; no one else is allowed to have any claim over them.

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* Recruits' stoppages are as follows:—

		R.	A.	P.	
Until paid for	Boots	0	8	0	per mensem.
	Clothing	0	8	0	„
	Arms	1	0	0	„
	Clothing	1	0	0	„

The price of old boots, clothing, and arms are determined by a Committee, composed of the Quartermaster, Troop Officer, Kote Duffedar (*vide* p. 188).

No man who has not passed an examination in drill, &c., is allowed to purchase an Assamee in the corps. Any man who has been dismissed from his recruit's drill six months, may come to the Adjutant at Roll-call, and express his wish through his Troop Officer to be examined in his drill. There are no restrictions on the Adjutant; the carrying out of this order is left to his own good sense. Silladars having horses to pass into the ranks for their own use bring them to the Commanding Officer for approval at Orderly-room time, together with the Bargheers.

In the case of the Commanding Officer depriving a man of an Assamee for misconduct, such resumed Assamee is considered at the disposal of the Commanding Officer. He may, should he see fit, present it to a deserving man who has distinguished himself either by gallantry or by other good work in field service, or, as is the course more usually adopted in ordinary times, the vacant Assamee is put up to competition, all qualified Bargheers being allowed to race for it on bare-backed horses, and on a course appointed by the Commanding Officer. The Bargheers thus allowed to compete are started by batches of eight or ten, and the winners of each separate batch are then allowed to have a second competition, at "ball practice," the winner in this second test being considered the successful candidate, and a regimental order is issued to the effect that he has been presented with an Assamee by the Commanding Officer, when it becomes *bonâ fide* his own property.

Syces.

On engaging Syces, or other servants, all ranks are directed to cause these servants to sign a written agreement, duly witnessed, binding them to serve for a certain period at a certain rate of pay. These agreements are renewed as often as necessary. The Native Officers and men are warned that should this not be done, the servants cannot be compelled to remain in their master's service, nor punished for leaving it. A security bond is also taken from an eligible person willing to stand security, who makes himself responsible for the Syce's good behaviour on pain of fine or other punishment.

Horses dying.

Assistance is only given from the Regimental Fund when horses die from natural causes, or an accident which has not been brought about by the Silladar's carelessness. From the date the horse is struck off the strength of the regiment as a casualty, the Silladar receives horse pay at the rate of 4 annas per diem till the horse is replaced, the remaining pay being placed in the Regimental Fund. If the vacant Assamee is not horsed within a reasonable time (determined on by the Commanding Officer according to the circumstances existing in each individual case) it is considered as forfeited. Shooting horses without permission is forbidden; any one doing so understands that he will have to make good its value to the owner; or, should the owner shoot his own horse without permission, he clearly understands that he will receive no aid from the Fund towards replacing it.

Horses lost.

Should a Silladar lose his own horse he is generally considered to have been sufficiently punished by the loss of his horse, which he replaces at his own cost; but in cases of very great neglect or carelessness, the Commanding Officer may direct his Assamee to be forfeited, as a punishment in addition to the loss of the animal. A Bargheer losing a horse through neglect or carelessness makes good the value to the Silladar; should he not be willing or able to do so, he is dismissed in disgrace; any property he may possess is sold, and the proceeds, together with any pay that may be due to him, given to the owner of the lost horse.

Horses ordered to be sold.

When an Assamee is to be sold, the horse is first brought up to the Commanding Officer for approval. Disobedience of this order causes the sale to be declared void.

Head and heel ropes.

Head and heel ropes are always required to be in a serviceable state. Horses are picketted the moment they come to their ground without any aid whatever. Troop

commanders are held responsible that each horse has a good strong head-stall, a pair of heel-leathers, with strong cotton or hair ropes before and behind; also three pegs or pickets. Each horse carries, in addition, as part of his marching order equipment, a small leather bag, or "mussack," capable of holding about a gallon of water; the men have strict orders to keep these bags constantly filled, in order to prevent leakage at the seams in case they should be allowed to dry. The mussack is slung by straps running parallel to the girths, and just sufficient space is left between the horse's belly and the leathern bag to allow freedom of movement.

Sore backs.

When a horse becomes sore-backed or girth-galled, the Silladar forfeits 2 rupees and the Bargheer 1 rupee per mensem during such time as the horse may not be fit for duty in consequence of such sore back or girth gall. If the horse held by the Silladar himself becomes sore-backed, he forfeits 3 rupees per mensem during the time the horse may be unfit for duty. Troop commanders are held responsible that every possible precaution is taken on the part of Silladar and Bargheers to prevent and cure saddle-galls; and no horse with a galled back is ever ridden nor a saddle put on him. An Officer in command of a Detachment, and Troop Officers, are ordered to inspect their respective troops at the end of each march directly the saddles have been removed. Every horse which appears to have been disabled by culpable neglect in these respects is cast. Any Bargheer found riding a galled horse, with or without a saddle, or putting any load on his back, is brought up before the Commanding Officer.

Loss or injury of accoutrements.

All losses of accoutrements on the part of a Silladar are made good at his own cost. The loss of horse accoutrements belonging to a Silladar holding more than one Assamee and temporarily intrusted to the care of a Bargheer are made good by the Bargheer. In the case of injury being done to a man's accoutrements by another man's horse, as in the case of a scabbard or a carbine-stock being broken on parade, or on the line of march, by the kick of another man's horse, the owner of the kicking horse which caused the injury has to make good the damage.

Stables.

There is no specified time for stables or grooming. The principle acted upon in all Silladar regiments is, that the horse is the man's property, which he has engaged to keep in good condition for the service of the State, but if he fails in that agreement, it is considered that the contract has been broken and his horse is cast, the man receiving nothing from the Fund to help in replacing it. A strong inlying picket falls in mounted twice a day, which affords constant opportunity of ascertaining that horses have been properly groomed. Besides which arrangement, no detachment leaves Head-Quarters no any duty without being inspected by the Adjutant before starting.

Debt.

The orders regarding debt are most stringent; any man discovered to be in debt is at once dismissed in disgrace; neither his horse nor Assamee are allowed to be sold, and the creditors receive no assistance from the Commanding Officer in the recovery of their debts. All the horses in the corps are the sole property of the men in whose names they are borne, and all purchases of horses and Assamees are for ready money only. The claims of men neglecting this order are not admitted, nor any steps taken to enforce them when brought to notice. Any man buying a horse or Assamee on credit, or getting into debt to enable him to purchase one, forfeits his Assamee, and the horse is cast. All purchases by men of the Sind Horse and followers from shopkeepers or others in the regimental or town bazars are for ready money only. No credit beyond one month, even for a single day, is permitted.

Arrangements for the carriage of baggage.

Every Silladar is bound to keep up sufficient animals to carry his own baggage and also that of his Bargheer or Bargheers in the case of his being a Silladar holding two or more. The animals have to be ready to march at a moment's warning, and should it

appear that the Silladar's baggage arrangements are faulty, the Commanding Officer is empowered to punish him by depriving him of one or more of his Assamees. The Silladar may keep any number or description of baggage animals he likes; no stoppages are made from him on this account; nor does the Commanding Officer interfere with his arrangements in any way, so long as they remain efficient, except that he insists that no carts are employed. No one is allowed to depend upon hired carriage. A standing order regarding the maintenance of baggage animals is read at the head of each Troop of the Brigade on the 1st of every month. Copies of this order are also hung up in the guard-room of each regiment's quarter-guard, that no man can plead ignorance of what is required of him in this respect.

Pay.

Officers and men are subject to trial by Court-Martial, according to the Articles of War.

The Troop Commander explains to each man every item of his pay, and satisfies himself that each man understands his account, and that it is correct.

Orders.

Orderly Room is held daily in the presence of all the European Officers of the Regiment; Troop Commanders who have men to bring up before the Commanding Officer also attend. On Mondays, and also on the days following the issue of pay, all Officers commanding Troops attend Orderly Room—in the former instance to report having taken the inspection of their respective Troops at the end of the preceding week, and in the latter instance to report having paid their men.

Farriers.

No Farriers are allowed by Government except the Farrier-Major. Two men per Troop are selected to perform the duties. They must pass the examination in drill and other duties prescribed for Silladars before they are allowed to act as Farriers. All Farriers are Silladars; the Commanding Officer presents each with an Assamee, but this Assamee never becomes his own property. Should the Farrier misbehave himself, or be unfit for the post, he returns to his duty as a Sowar in the Regiment, and the Assamee is taken away from him and given to the individual who may be selected to fill his place. When a Silladar wants his horse shod he procures the shoes himself, and the Regimental Fund pays the Farrier 3 annas for putting them on.

Trumpeters.

Trumpeters are Silladars, like Farriers, their Assamees being the property of the Commanding Officer, and they are liable to be deprived of them for misconduct or unfitness for their appointment, like the Farriers; also, they are not allowed to sell the Assamees that have been presented to them should they be pensioned or discharged. For their trumpets, they are placed under stoppages of 4 rupees per mensem till paid for; this does not, however, refer to the Trumpet-Major, whose instruments are the property of the regiment.

Instructions for the guidance of officers commanding outposts and patrols.

An Officer commanding an outpost is required to make himself acquainted with the country and all its inhabitants, distinguishing the various tribes, to have a perfect knowledge from his own observations of all the roads, wells, &c., in his vicinity and for several miles round; and is instructed to make the personal acquaintance of all the chief men of the country about him, and acquire a knowledge of all the peculiarities of the locality. He applies the above knowledge to the purpose of obtaining timely information of the proceedings and intentions of marauders and ill-doers in general. Immediately on receiving intelligence of marauders being about, he sends full information in writing to the posts on each side of him, mentioning date, time of day, place, and the direction in which he intends proceeding. He then proceeds with a sufficient party and some guides in pursuit, and proceeds so as to act in concert with the parties from the other posts. He is required to do his utmost to recover, secure, and bring back all stolen cattle and other property, and, if possible, to capture the robbers. On fair ground, he is told he need

fear scarcely any odds, but he is carefully to avoid unnecessarily exposing his men where horsemen cannot act. Officers commanding Patrols are instructed to do their best to obtain information regarding parties of plunderers, and should they hear of such being within reach, they are to proceed in pursuit, and act according to their own discretion as to the distance they may proceed and the route by which they return to head-quarters.

Should an Officer commanding a Patrol hear of plunderers being out, he is directed to communicate, as soon as possible, all his information to the posts, detachments, or other patrols within his reach, and these are to afford support when required. All extraordinaries are directed to be reported to head-quarters at once. On his return to head-quarters he has to report his arrival at Orderly Room. Officers commanding Outposts cannot give leave of absence to the men under them without first obtaining permission from Regimental Head-Quarters. Leave once granted, no extensions are afterwards allowed. Officers commanding Outposts have to make weekly reports of the state of their detachments, and are cautioned that they must confine their attention to their military duties, and never interfere with civil matters, unless they receive special instructions from the Commanding Officer, or when the Civil Kardars, &c., may call on them for assistance. All guards, patrols, and other parties at or from outposts go on duty with arms loaded.

General John Jacob's order regarding Native Festivals.

During Native Festivals no noisy processions are permitted within the camp limits of the Sind Horse; and the following Order, issued in October 1854, by the late General John Jacob, who for many years commanded the Sind Horse, is on the first of each month read at the head of the Brigade of Sind Horse:—

"The Camp at Jacobabad has been for the last week the scene of wild disorder, such "as is in the highest degree disgraceful to good soldiers. A shameful uproar has been "going on day and night, and this under the pretence of religious ceremonies.

"The Commanding Officer has nothing to do with religious ceremonies.

"All men may worship God as they please, and may act and believe as they choose "in matters of religion, but no men have a right to annoy their neighbours, or to neglect "their duty on pretence of serving God.

"The Officers and men of the Sind Horse have the name of, and are supposed to be "excellent soldiers, and not mad fukkeers.

"They are placed at the most advanced and most honourable post in all the Bombay "Presidency. The Commanding Officer believes that they are in every way worthy of "this honour, and would be sorry if, under his command, they ever became unworthy of "their high position.

"The Commanding Officer feels it to be the greatest honour to command such "soldiers, but it would be a disgrace to be at the head of a body of mad and disorderly "fukkeers and drummers.

"He therefore now informs the Sind Horse that in future no noisy processions, nor "any disorderly display whatever under pretence of religion or of anything else, shall "ever be allowed in, or in the neighbourhood of any camp of Sind Horse.

List of articles in possession of each trooper.

The following is a list of articles in possession of each trooper of the Sind Horse:—

Arms and Accoutrements ..	1	Carbine.
	1	Pouch-belt and pouch.
	1	Sword and belt.
	1	Carbine strap.
	1	Nipple-wrench aod screw-driver.

Clothing	2 Alkalaks (tunics). 2 Payjamas (pantoloons). 2 Puggrees (turbans). 2 Kumarbands (waistbands). 1 Pair of boots with spurs. 1 Pair of shoes with buckles. 1 Neemcha (buff leather coat).
Horse Furniture	Saddle cloth. Crupper. A bridle for each horse, which is renewed when required.

Two suits of this kit are kept up; one year's "full dress" becomes "undress" two years after.

A "Mussack" or "Chagul" (water-bag) is slung underneath each horse's stomach.

Regimental books.

The books kept up in the Sind Horse are as follows:—

In English	Morning Report Book. Regimental Order „ Brigade. „ „ Regimental Fund Cash Account. Pay Abstract Book. Statement of Remittances. Regimental Register. Defaulter Book. Register of deceased men's Estates. Letter Book. Quarterly Return and Indent Book. Store Account Book. Regimental Fund Balance Sheet Account Book.
In Persian	Regimental Order Book. „ Pay Account Book. General Register. Register of Heirs and Estates.

The different descriptions of followers attached to the Bengal Silladar Regiments on landing at Zula, and the number of horses and mules required for each Corps, as well as the number of followers for Cavalry, Artillery, and Infantry generally, will be found in Chapters VII, XIX, and XXIX.

Royal Navy.

The part the Royal Navy had to play in the Expedition was most arduous and useful; for the Army landing at a port without fresh water, grass, or resources of any kind, had to depend on the Navy for much and valuable assistance.

As soon as orders had been received in India to despatch a force to Abyssinia, it was clearly seen that on a barren shore, where landing piers, railways, huts and store-houses, had to be constructed by means of materials brought from distant ports, the assistance of the navy would be invaluable, not merely for the actual labour required but for the superintendence and organization it would bring to bear on the operations of landing; the fixing and maintaining lighthouses at the entrance of Annesley Bay, supplying pilots, &c.

Names and armaments of Her Majesty's ships.

The following statement shows the names and armaments of Her Majesty's ships present in Annesley Bay:—

"Octavia."—14 8-inch smooth-bore; 12 64-pounder muzzle-loading rifled Armstrongs; 8 40-pounder breech-loading rifled Armstrongs; 1 110-pounder breech-loading rifled Armstrong. Total, 35 + 5 boat guns and field pieces.

Boat Armament.—2 20-pounder Armstrongs; 1 9-pounder Armstrong; 11 2-pounder field guns; 1 6-pounder boat gun. Total, 5 guns.

"SATELLITE."—8 8-inch guns; 8 64-pounders; 1 110-pounder. Total, 17 guns.

"SPITEFUL.—1 10-inch gun; 4 32-pounders; 1 110-pounder Armstrong. Total, 6 guns.

"STAR."—1 110-pounder Armstrong; 1 68-pounder; 2 20-pounder Armstrongs. Total, 4 guns.

Boat Armament.—7 6-pounder boat guns (6 cwt.).

"DRYAD," "NYMPHE," and "DAPHNE."—Each 2 7-inch 6-ton rifled guns (revolving slide); 2 64-pounders (common). Total, 4 guns.

"ARGUS."—1 10-inch smooth-bore (revolving carriage); 4 32-pounders; 1 110-pounder. Total, 6 guns.

Boat Armament.—1 12-pounder; 1 6-pounder; 3 12-pounder Armstrongs. Total, 5 guns.

"VIGILANT."—2 20-pounder breech-loading rifled guns; 1 68-pounder smooth-bore; 1 7-inch breech-loading, rifled gun. Total, 4 guns.

Names of the senior Naval Officers.

The naval force was throughout the campaign under the command of Commodore Leopold G. Heath, C.B., and the following officers were in positions of command:—

Captain Joseph Edye, commanding "Satellite."
Captain Colin A. Campbell, Flag Captain, "Octavia."
Captain George Tryon, Principal Transport Officer.
Captain Richard Bradshaw, commanding "Star."
Commodore T. H. B. Fellowes, commanding "Dryad" (also commanded Naval Brigade).
Commander T. Barnardiston, commanding "Nymph."
„ R. A. Brown, „ "Vigilant."
„ A. S. Sullivan, „ "Daphne."
„ B. L. Lefroy, „ "Spiteful."
„ F. W. Hallowes, „ "Argus."
„ W. H. Maxwell, "Octavia" (Flag ship).
Staff Commander John Symons, Senior Officer Transport Service (S. S. Kangaroo).

Naval Brigade.

A rocket brigade of two batteries was organized from the officers and men of the Royal Navy, and attached to the army. This brigade was throughout the campaign under the command of Commander T. H. Fellowes, R.N., and consisted of 100 officers and men, 2 farriers, 13 grass cutters, 3 water-carriers, 88 battery mules.

Extra clothing for troops and followers.

The following was the scale of extra clothing sanctioned for the troops and followers of the Force:—

European Troops.

European Troops.

1 Europe blanket.
2 Cholera belts.
2 Flannel shirts.
3 Pairs worsted socks.
1 Waterproof sheet.
1 Pair leather gaiters.
1 Pocket filter.

Native Troops. — Native Troops.

1 Europe blanket.	2 Flannel banians.
1 Water canteen.	2 Pairs warm socks.
1 Haversack.	1 Pair English half-boots.
2 Pairs flannel drawers.	

(*Also for issue in Africa, when required.*)

1 Waterproof kit-bag.	1 Nightcap.
1 Waterproof sheet.	1 Pair leather gaiters.

Native Followers. — Native Followers.

1 Country blanket.	2 Flannel banians.
1 Cloth greatcoat.	2 Pairs flannel drawers.
1 Lascar's meerzaee, lined.	2 „ woollen socks.
1 Pair cloth pyjamas.	2 „ boots, Europe.

Clerks. — Clerks.

2 Cholera belts.	1 Waterproof sheet.
2 Flannel shirts.	1 Pair gaiters.
2 Worsted socks.	

The greater portion of the above was issued in Bombay, the rest after landing at Zula.

The great coats in possession of the men were ordered to be carefully inspected before embarkation, and any inferior ones replaced. — Great coats.

Asupply of flannel banians, boots, and socks was ordered to be kept by the Commissariat for sale at the price of first cost. — Banians, boots and shoes.

Shoes were shipped by the Commissariat, to be issued when required.

Fifty per cent. increase to the pay of public followers, with marching batta, was sanctioned, except in cases where special rates of pay for Abyssinia had been allowed for Commissariat followers, muleteers, &c.*

A considerable amount of correspondence was carried on regarding the advisability of giving bounty to soldiers volunteering from British regiments in India for corps under orders for Abyssinia. Sir Robert Napier and the Bombay Government ruled that bounty was not required, and should not be given to British soldiers when withheld from Native soldiers. The Government of India, however, at the recommendation of Sir William Mansfield, overruled this decision, and bounty, at the rate of 32 rupees per man, was given to each British soldier who was permitted to volunteer. — Bounty granted to British soldiers volunteering for service.

The Secretary of State for India, and His Royal Highness the Field-Marshal Commanding-in-Chief, differed in this matter from the Government of India; and in a letter to the Governor-General, dated the 26th of March, 1868, the Right Honourable the Secretary of State for India wrote as follows :—

"With reference to the bounty which you have sanctioned on this occasion, His "Royal Highness, after referring to the course followed on similar occasions by Her "Majesty's Government in this country, observes as follows :—

"'The Field-Marshal Commanding-in-Chief is of opinion that, when volunteers are "'required to complete regiments going abroad or remaining on foreign service, the "'bounty of one guinea should be granted, but that when the volunteering is for active "'service such bounty is unnecessary. Men, as a rule, are only too anxious to be — Opinion of the Field-Marshal Commanding-in-Chief on the grant of bounty.

* For further details regarding pay, clothing, &c., *see* Chapter V.

"'accepted; and it is better, in His Royal Highness's opinion, to rely on the military "'*esprit* of a soldier on such occasions, than to appear to tempt him by the offer of "'a bounty.'

"In this opinion I entirely concur."

Interpreters. Measures were taken to secure Interpreters. The Rev. Dr. Krapf, a German missionary who had travelled for some time in Abyssinia, was attached to the Force at a fixed remuneration of 600*l.*

Mr. Dufton, who had travelled in Abyssinia, was engaged and attached to the intelligence department, at a salary of 600*l.* per annum.

Mr. Haussmann was also engaged, as he was understood to speak the Amharic language, at a fixed remuneration of 500*l.*

Names of Foreign Officers. By the desire of their respective Governments the following foreign officers were permitted to accompany the Expedition:—

Major Bacon	Italian Staff.
Captain Osio	„ „
Lieutenant von Stumm	Prussian Hussars.
Lieutenant Count von Seckendorff	Prussian Guards.
Captain d'Hendrecourt	French Army.
Commander Galli-Passebre ..	„ Navy.
Count Sayre	„ „
Count von Kielmansegge	Austrian „
Baron von Kodolitch	„ Army.
Lieutenant Printz	Netherlands Army.
1st Lieutenant Buijs	„ „
Brigadier Don Hipolito Llorente ..	Spanish „
Captain Count de Mirasol	„ „

Grant of free passage, rations and transport. The foreign officers attached to the expedition received free passages from and to Suez, and free rations and transport while in the field.

Arms and ammunition. On the request of the Government of Bombay, 4,000 breech-loading Snider rifles for infantry, 200 Snider breech-loading carbines for cavalry, and 800 breech-loading rifles for Artillery, with 2,500,000 rounds of ball ammunition, and 20,800 rounds of blank ammunition were despatched, by sea, in September, from England to Bombay.* To these were attached six sets of special tools, and six Dodd's forges, with a proportion of spare parts. Armourer-Serjeants were also sent to teach the Europeans, to whom these were supplied, the use of their new weapons.

Regiments supplied with Snider arms. The following Regiments and Batteries were supplied with Snider arms and ammunition:—

3rd Dragoon Guards	200	Carbines.	
A Battery 21st Brigade Royal Artillery ..	78	„	
B „ 21st „ „ ..	75	„	
5th „ 25th „ „ ..	130	„	
G „ 14th „ „ ..	24	„	
4th Foot	669	Rifles	and 40 Short Rifles.
26th	800	„	40 „
33rd „	800	„	40 „
45th „	759	„	40 „

* See list of stores, Chapter IV.

And the following arms were placed in charge of the Field Commissary as a reserve :—

Rifles	640	Artillery carbines	40
Short rifles ..	40	Cavalry „ ..	none.
Ammunition, Ball, Snider..			2,136,360 rounds.
„ sight „			20,000 „

The men of the Rocket Brigade, organized from the fleet, were also armed with short Snider rifles.

Permission to arm Native regiments with Enfield rifles.

Sir Robert Napier applied for permission to arm the native regiments with the Enfield rifles of the Europeans, replaced by the Snider arms. This application was referred to and approved of by the Government of India;* but it was not carried into execution until on the return march from Magdāla.

The Medical Staff for British troops was supplied from England.

Warrants for assembly of Courts-Martial.

A special Warrant was necessary to give Sir Robert Napier power to assemble Courts-Martial, which was applied for and received from England.

Elephants.

For the transport of heavy ordnance and stores, 44 elephants were shipped in Bombay for Abyssinia. One Mahoot and one cooly was attached to each elephant.

An Ordnance establishment of the following strength was also despatched from Bombay :—

Ordnance establishment.

Europeans.

	Number.
Conductors	1
Sub-Conductors	1
Magazine Serjeants..	4

	Natives.	Pay per Mensem.	
Carpenters ..	1 Head Maistry	*Rs. 50*	With Rations.
	1 Under „	„ 40	
	12 Workmen	„ 30 each	
Smiths ..	1 Under Maistry	„ 45	
	7 Workmen	„ 30 each	
	7 Hammermen	„ 18 „	
	7 Bellows Boys	„ 15 „	
Armourers ..	1 Under Maistry	„ 45	
	3 Workmen	„ *30 each*	
	1 Cooper	„ 50 „	
	4 Sawyers	„ 25 „	
	2 Sailmakers	„ 30 „	
	2 Shoemakers	„ 25 „	
	2 Sicklegurs	„ 25 „	
	2 Tailors	„ 30 „	
	3 Bheesties	„ 15 „	
	2 Puckaulies	„ 30 „	

* Telegram from Viceroy, 21st January, 1868.

Articles of dead stock sent from Calcutta.

The following articles of dead stock were sent from Calcutta to Annesley Bay in steamers and ships, from the 8th October, 1867, till the 15th January, 1868 :—

*Blankets country	2,000	Badges	2,200
Banians, flannel	4,828	Numdahs	1,429
Jackets or coats	2,928	Nets for grass	470
Trowsers	2,414	Leather gram bags	1,156
Socks, Woollen	4,628	Pegs, iron, picketing	3,281
Shoes	2,100	Currycombs	1,042
Caps	2,100	Hoop pickers	924
Boots	314	Leather stirrup	574
†Bamboo poles	1,113	Head stalls, rope	543
Ropes for poles	1,100	Head stalls with Muckeeras (fly flaps)	969
‡Sickles	3,289	Gram bags, double	706
Thongs for Sickles	2,748	Girths	388
Dandies, cane, with pillows	16	Reins	581
Doolies with poles and bedding	28	Brushes	735
Dandies, canvas, complete, with lashing and poles	45	Book bunds	950
Kajowas	10	Heel straps	700
Salamoniac	9	Surcingles	315
Spelter	18	Nose bags	243
‖Tin, pure	36	Shoe cases	232
Lead	9	Watering bridles	620
Cotton, old	20	Breast straps	256
Pincers	2	Head stalls, plain	404
Scrapers	1	Jharuns (brooms)	4,000
Bellows	1	Pack saddles	480
§Bags, empty	2,027	Sulleetahs	390
¶Hand Mills	377	Heel ropes	2,080
Pickaxes, with handles	100	Cruppers	531
Hoes, or phowrahs, with handles	200	Straps for gram bags	86
Hatchets	200	Horse shoes	6,814
**Blankets for horses	950	Mule shoes	2,958
		Nails for horse and mule shoes	9,772

NOTE.—No statement of the articles of dead stock or consumable articles sent from Bombay has been received. Should such a statement be obtained before the issue of the second volume of this work, it will be inserted at the end of Chapter XXIV.

* In addition to one blanket given upon embarkation, each bearer and commissariat follower was supplied with a blanket and a suit of clothing upon arrival at Massowah.

† One bamboo pole with 12 feet of stout rope was given for each two kahars.

‡ Khoorpahs or sickles with thongs were issued to Commissariat Establishment.

‖ Each corps was supplied with tinning materials and tinmen's tools as in the China Expedition. The 23rd Native Infantry had left before the supply was ordered and their proportion was sent after them.

§ Flour was sent in barrels. Bags were forwarded with it to admit of conveyance from Zula.

¶ Hand mills were sent for grinding the wheat despatched.

** The Blankets for horses were part of the cavalry gear supply. One blanket for each horse.

The following consumable articles were sent from Calcutta to Annesley Bay on various dates between the 8th of October, 1867, and the 15th of January, 1868 :— Consumable articles sent from Calcutta.

	mds. sr. c.	
Straw	13,564 36 10	Under indent from Bombay. Total requirements 52,500 maunds.
Hay and oat in straw ..	11,580 15 10	Under indent from Bombay. Total demand 57,000 maunds.
Gram	78,006 0 0	Under indents from Bombay, and for two months land consumption. Total requirements 86,000 maunds.
	gal. d. m.	
Rum, proof	30,007 12 0	Under indents from Bombay.
	mds. sr. c	
Flour	2,499 25 4	„ „
	lbs. oz. d.	
Coffee	340 0 0	For two months land consumption.
Tea	164 6 0	„ „
	mds. sr. c.	
Sugar	15 0 6	„ „
Salt	316 0 0	„ „
Ghee	1,472 8 15	Under indents from Bombay and for two months land consumption. Total demand 1,561 maunds.
Wheat	16,021 0 0	Under indents from Bombay and for two months land consumption.
Dhall, urhur	1,975 0	Under indents from Bombay, and for two months land consumption. Total demand 6,601 maunds.
„ oorud	611 10 0	For two months land consumption.
Rice, coarse, for elephants ..	263 30 0	Two months land stores for elephants.
Rice, Ballam	15,080 0 0	Under indents from Bombay. Total demand 31,500 maunds.
Rice, table	399 0 0	Under indents from Bombay and for two months land supplies.

The following articles were ready for shipment in Calcutta on the 24th January, 1868,* and were, it is presumed, sent to Annesley Bay shortly after that date :—

Names of Stores.		Number or Quantity.	Names of Stores.		Number or Quantity.
Provisions, &c.			*Gear*—continued.		
Rice, Ballam	Mds.	15,420	Brushes	No.	869
Dhall, Urhur	„	4,686	Nails	Sets	5,603
Ghee	„	89	Heel straps	Pairs	250
Gram	„	8,000	Surcingles	No.	635
Hay or oat straw	„	10,000	Nose bags	„	707
Paddy straw	„	17,000	Shoe cases	„	243
Aavils, small, for farriers ..	No.	20	Watering bridles	„	1,584
Alum	„	10	Breast straps	„	694
			Head stalls, plain	„	1,200
Gear.			Pack saddles, complete ..	„	774
			Sulletahs	„	864
Numbdhas	„	775	Head ropes	„	1,128
Gram bags, leather	„	448	Cruppers	„	419
Pins, iron, picketing	„	823	Mule shoes	Sets	6,417
Curry combs	„	562	Straps for gram bags ..	No.	3,714
Sickles or koorpahs	„	59	Cloak straps	„	1,900
Hoof pickers	„	26	Bagdoors	„	950
Stirrup, leather	Pairs	376	Body rollers	„	950
Head stalls, rope	No.	57	Head ropes	„	950
Gram bags, double	„	244	Mane combs, brass	„	950
Girths	„	652	Forage cords of six yards ..	„	600
Reins	Pairs	369	Bags, for cavalry gear ..	„	1,000

* Report from Commissariat Officer, Calcutta.

The following is a List of the Ordnance Stores despatched from Bombay* :—

Names of Stores.	No or Quantity.
Alum .. .. lbs.	5
Anvils, 3rd size	1
„ 4th „	5
„ 5th „	3
Axes, felling	160
„ „ Pioneer	12
„ pick	1,210
„ „ mattock	46
„ „ with helves	148
Awnings, artificers'	2
Bags, ammunition..	160
„ cartridge, gun, Armstrong, 12-pounder, 8½ cwt.	1,200
„ „ „ 6-pounder	1,000
„ „ „ Howitzer, 12-pr. ..	14
„ „ Howitzer, 4⅖-inch ..	14
„ „ „ 12-pounder ..	500
„ kit, painted	6
„ „ plain	105
„ sand..	300
„ shot..	620
„ store..	2,719
Balls, light, 8-inch	60
„ „ 5½-inch	12
Bamboos, 1st class	4
„ 3rd „	220
Barrels, budge	6
„ wooden, 50 lbs.	132
Bars, crow	49
Baskets, cane S.	22
Bayonets	20
Beaks, smiths'	13
Beds, Mortar, iron, 5½-inch	8
Bellows, country	14
„ 3rd size	2
Belts, sword, ordnance serjeant	5
„ waist, Artillery	1
„ „ foot police	104
Bits, gun	48
Blue lights..	100
Boilers, iron, small	1
Borax .. .. lbs.	20
Boxes, ammunition, balled	3,004
„ „ F. O. (12-pounder) ..	114
„ „ „ (6-pounder) ..	125
„ „ M. O.	56
„ „ fuze, black	28
„ „ „ blue	34
„ implement, M. T. filled	3
„ nave, 4th class	5
„ packing	279
Boxes, percussion cap, S.	3,004
„ shell	30
„ tube, zinc	77
Brass, malleable .. .. .. lbs.	16
Brooms, magazine	2
Brushes, camels' hair	12
„ marking	12
„ paint, M.	12
Buckets, gun	14
„ water	6
Bugles, field	4
Buntin .. .. yards	300
Bursters, empty, common, 12-pounder ..	500
„ filled, Armstrong	1,052
„ „ common, 5½-inch ..	2,310
„ „ „ 12-pounder ..	528
„ „ diaphragm, 12-pounder .	564
„ „ „ 6-pounder..	242
Camphor .. .. lbs.	40
Candles .. .. „	16
Cans	1
Canteens	100
„ tin	13
Canvas, Europe .. .. .. yards	1,800
Caps, fuze	250
„ percussion	2,361,304
„ „ S.	1,342
„ sponge	18
Cartridges, ball, carbine, Artillery, ·577..	97,450
„ „ Breech-loading, ·577..	20,000
„ „ „ Cavalry, 67 ..	88,510
„ „ musket, ·656 .. .	1,591,250
„ „ „ rifle, ·577 ..	349,400
„ „ pistol, Colt's, ·375 ..	1,230
„ gun, Armstrong, 12-pounder, 8½ cwt.	645
„ „ 9-pounder	56
„ „ 6-pounder	1,000
„ „ Howitzer, 12-pounder ..	98
„ Howitzer, 4⅖-inch	98
„ „ 12-pounder ..	500
„ mortar, 5½-inch	2,400
Carts, platform	20
Cases, quick match	8
Chalk .. .. lbs.	15½
Charcoal .. .. cwts.	15
Chests, gunners'	1
„ tool	10
Chisels, smiths'	1
Cloth, dungaree .. .. .. yards	224
„ tent, blue .. .. .. „	4,000

* From a Return furnished by the Inspector-General of Ordnance, Bombay, letter No. 5,547, dated 20th November, 1867.

List of Ordnance Stores—*continued.*

Names of Stores.	No. or Quantity.
Cloth, tent, white .. .. .. yards	4,000
„ „ unbleached .. .. „	4,821
Coals .. .. cwts.	15
Copper, rod .. .. .. lbs.	10
Corkscrews	2
Crucibles, black lead	4
Cylinders, 8-inch	2
„ 5½-inch	6
Drag-ropes, H. O. .. .. pairs	2
„ L. O. .. .. .. „	39
Drifts, gun..	48
Drivers, coopers', brass	4
Earth, red .. .. lbs.	5
Extractors, fuze	6
Fe'loes, 4th class	44
Files, rough, L.	90
„ „ M.	86
„ „ S.	90
„ saw	30
„ smooth, L.	70
„ „ M.	86
„ „ S.	90
Flags, camp	12
„ park	2
„ union, 2nd size	2
„ „ 3rd „	4
„ „ 4th „	8
Flagstaffs, 2nd size	1
„ 3rd „	2
„ 4th „	6
Flour .. .. lbs.	40
Forges, armourers', field	2
„ field, M.	1
„ „ S.	3
Fuzes, common	1,228
„ diaphragm	930
„ mortar, 1st size	500
„ „ 2nd „	2,600
„ percussion	50
Gads, steel..	6
Glue .. .. lbs.	12
Grease .. .. „	616
Gum, Arabic .. .. .. „	10
Gunny paut .. .. .. yards	3,200
Hammers, claw	4
„ cooper, brass	4
„ hand	8
„ miner	21
„ riveting	4
„ sledge..	47
„ smith	12

Names of Stores.		No. or Quantity.
Hammers, wrench		3
Handles, tool		223
Handspikes		36
	Leading, near .. sets	31
	„ off .. „	31
	Wheel, near .. „	15
	„ off .. „	15
	Bands, back, and belly ..	16
	Bits, bridoon, with T's, reins, and chains ..	94
	„ with curb and head ..	94
	Breechings, near	16
	„ off	16
	Collars, head stall ..	94
	„ neck, horse ..	94
	Cruppers	94
	Girths	94
	Hames, iron .. pairs	94
	Irons, stirrup .. „	47
	Leathers, stirrup .. „	47
	Leggings, drivers'.. ..	47
	Numdahs	94
	Pannels, saddle, drivers' ..	78
	„ „ luggage ..	16
Harness, Artillery.	Pieces, buckling	94
	Reins, bearing	94
	„ chain	94
	„ leading	47
	„ side..	47
	Saddles, drivers'	78
	„ luggage	16
	Straps, centre or wallet .. pairs	47
	„ „	47
	„ flank, or bearing ..	188
	„ hame	94
	„ kicking	16
	„ wallet . pairs	74
	„ wither	94
	Surcingles	94
	Traces, rope, lead .. pairs	62
	„ „ wheel „	32
	Tugs, back, band	16
	Wallets	94
	Whips, short, drivers' ..	47
Harness, mule.	Bits, bridoon	88
	Breechings	88
	Collars, head	88
	Cradles	88
	Cruppers	88
	Girths .. .. pairs	88
	Headstalls	88
	Lashings .. .. sets	88
	Numdahs	106
	Pads, cradle	88

List of Ordnance Stores—*continued.*

Name of Stores.		No. or Quantity.
Harness, mule	Pads, side	176
	Straps, breast	88
	„ girth sets	62
	Surcingles	88
	Tugs, shaft pairs	1
	Traces, leading „	1
	„ wheel „	1
Hatchets, hand		64
Heads, sponge, 8-inch		2
„ „ 5½-inch (mortar)		6
Helves axe, felling		191
„ „ pick		1,326
„ Hoe		1,008
Hemp, shoemakers' lbs.		10
Hides, buffalo, dressed		30
„ bullock „		5
„ cow „		65
Hoes		910
„ with helves		134
Holsters, revolver		10
Hooks, bill		1,508
Implements fuze field, No. 1 sets		2
„ „ mortar, No. 6 „		5
„ „ siege No. 4 „		1
Implements, gun, Armstrong, 12-pounder, 8½ cwt	Apparatus, sighting sets	1
	Bouches „	6
	Implements, facing „	1
	Pins, keep	3
	Rings, vent piece	6
	Screws, breeching	1
	Sights, bar, breech, tangent	1
	„ dispart, rough	2
	„ ratchet	1
	„ trunnion, rough	2
	Tools, special sets	1
	Vent pieces	3
	Staves, sponge	12
Implements, shell, field, No. 2 sets		2
„ „ „ No. 4 „		4
Ink, marking gals.		10
Iron, bar, English cwt.		2⅔
„ „ scrap „		1½
„ „ Swedish „		4½
„ bolt „		2⅔
„ hoop „		0⅔
„ plate „		1
„ rod „		0¼
Juttrasses pairs		40
Kettles, dammer		1
Kegs, grease		22
Keys, forelock		12
Khogeers		20
Knives, clasp		11

Names of Stores.		No. or Quantity.
Ladles, dammer		1
Lanthorns, dark		1
„ horn		8
Lanyards, tube		26
Lashing, country lbs.		1,534
Levels, mason		1
„ spirit		8
Line, coir lbs.		100
„ deep-sea yards		20
„ Hambro' „		20
„ log „		20
„ mar „		20
„ rat, 1-inch „		260
„ seizing „		340
„ tent lbs.		60
Lifters, M. O.		12
Linstocks		8
Litharge lbs.		6
Locks, pad, brass, single		346
„ „ iron „		10
„ percussion		16
Lubricators, 12-pr.		1,200
Machines, fuze, capping		1
Mallets, park		4
Match, quick lbs.		12½
„ slow lbs. ozs.		95 10
Measures, fluid, 1 gallon		1
„ „ 1 quart		1
„ „ 1 pint		1
„ „ ½ „		1
„ powder sets		3
Moulds, bullet, ·375		1
Musketry, carbine, breech-loading		4
„ „ Cavalry, ·67		18
„ pistol, ·67		1
„ „ revolver, Colt's		11
Nails, brad, copper lbs.		2
„ „ iron „		10
„ iron „		205
„ jointing „		20
„ tack, copper „		70
„ „ iron „		20
Naves, rough, 4th class		12
Needles, packing		326
„ sail		460
„ sewing		720
Oakum lbs.		56
Oil, cocoanut gallons.		11
„ gingerly „		15
„ linseed „		10
„ „ boiled (Europe) „		40
„ neatsfoot „		7

List of Ordnance Stores—*continued.*

Name of Stores.	No. or Quantity.
Oil, Rangoon .. .. gallons	10
Ordnance, brass, mortar, 5⅓-inch ..	6
Paint, mixed, black .. .. lbs.	56
„ „ white .. .. „	224
„ „ yellow .. .. „	400
Palms, sailmakers'	12
Parbuckles	2
Paulins, 1st size	50
„ 2nd „	165
„ 4th „	670
„ plain, 2nd size	4
Pepper .. .. lbs.	40
Pickets, park	40
Pincers, gun	3
„ smith	20
Pins, pole	10
Plates, waste, Artillery	1
Platforms, mortar, 8-inch	3
Plugs, shell, metal	160
Plummets, leaden	12
Pockets, tube	12
Pokers, smiths'	6
Poles, awning	22
Portfires	168
Pouches, cartridge	56
„ fuze .. .. .. sets	56
„ priming	2
„ revolver	10
Powder, Armstrong, L. G. .. lbs.	2,000
„ mealed .. .. .. „	20
„ ordnance, Bombay .. „	5,400
Prickers, cartridge	48
Puckauls	4
Quadrants, folding	6
Quoins, mortar, 8-inch	3
Ramrods, carbine, Artillery	4
„ musket (·656 and ·577) ..	12
Rasps, L.	6
„ M	6
„ S.	6
Rattans .. .. lbs.	100
Reels, camp	16
Rivets, bottom .. .. .. lbs.	10
Rockets, signal, 1 lb.	100
Rope, cotton .. .. .. lbs.	4,000
„ hempen, 2-inch .. .. yards	400
„ „ 1½-inch .. .. „	400
„ „ 1-inch .. .. „	300
„ white, 3-inch .. .. „	750
Resin .. .. lbs.	10
Sacks, havre	100

Name of Stores.	No. or Quantity.
Saddlery, universal.. Bits, with curb head and reins	57
„ T bridoon with reins	57
Buckets, carbine	3
Cases, shoe .. pairs	48
Cruppers	48
Head stall collar	57
Irons, stirrup .. pairs	48
Leather „ .. „	48
Numdahs	45
Pannels	48
Plates, breast	48
Reins, chain	45
Saddles	48
Straps, baggage	45
„ carbine, bucket ..	3
„ „ stay ..	3
„ cloak & wallet pairs	48
„ centre, cloak „	48
„ shoe-case „	48
Surcingles	48
Wallets .. .. pairs	48
Saddles and bridles, universal	45
Salamoniac .. .. .. lbs.	5
Samsons	1
Saws, bow	10
„ cross-cut	3
„ hand	55
„ pit	4
„ tennon	10
Scabbards, sword, carbine	1
„ „ Cavalry	5
„ „ Lascar	104
Scales, copper, 4th class	1
Scissors	10
Screw drivers	18
„ plates, armourer	12
Screws, M.	576
„ S.	864
Serge .. .. yards	500
Shafts, near	3
„ off	9
Shears, wool	2
Shells, carcass, filled, 8-inch	20
„ „ „ 5½-inch	60
„ „ „ and fixed, 4⅖-inch	24
„ „ „ „ 12-pr ..	12
„ common, 8-inch	400
„ „ 5⅓-inch	2,340
„ „ 4⅖-inch	160
„ „ fixed, 12-pounder ..	508
„ diaphragm „ „ ..	516
„ „ „ 6-pounder ..	256
„ segment, Armstrong's 12-pounder	889
Shot, case, gun, 6-pounder	208

List of Ordnance Stores—*continued.*

Name of Stores.	No. or Quantity.
Shot, case, Howitzer, 12-pounder	116
„ solid, fixed, 6-pounder	1,536
Shovels	542
„ powder	2
Sieve, receivers	2
Skins, sheep	12
Soap, country lbs.	32
„ Europe „	14
Sockets, portfire	2
Solder, hard lbs.	6
„ soft „	12
Spades	18
Spikes, gun	16
Spirits of wine galls.	5
Spokes, 4th class	88
Sponge ozs.	3
Sponges, mortar, brass	12
„ „ iron	6
Spun yarn lbs.	30
Staves, camp colour	6
„ flag	6
„ rocket, signal	100
„ sponge (Europe)	24
Steel, blister cwts.	5½
„ shear lbs.	56
Stones, grinding, small (complete)	1
Sulleetahs, kit	6
Swords, carbine	1
„ Cavalry	5
„ Lascars	104
Tape. country lbs.	75
Tar, Swedish cwts.	8
Telescopes, 5th class	1
Thimbles, tailor	2
Thread, cotton, country lbs.	80
„ hempen „	10
„ worsted „	50
Timber, sawn, deal C.F.	60
„ „ teak, 3rd class „	110
Tompions	6
Tongs, smith	20
Tools, armourer chests	1
„ carpenter „	2
„ cooper „	1
„ shoemaker „	1
„ sicklequr „	2
„ smith „	2
„ stocker „	
Traces, chain	25
Triangles, S.	1

Name of Stores.	Number or Quantity.
Tubes, friction	10,000
Twine, country lbs.	343
„ fine „	6
„ seaming „	80
Vices, bench, L.	1
„ „ M.	10
„ „ S	10
„ cooper, brass	4
„ hand, M.	15
„ „ S.	17
Vitriol, blue lbs.	5
Vitry yards	100
Wax, bees' lbs.	35
„ cloth yards	100
„ shoemakers' lbs.	20
Weights, brass, 4 lbs.	1
„ 2 „	1
„ 1 „	1
„ ½ „	1
„ ¼ lb.	1
„ 2 ozs.	1
„ 1 oz.	1
„ ½ „	1
„ ¼ „	1
Wool lbs.	50
Wrenches, iron	2
Yarn, cotton lbs.	110
Yokes, trace	25

Camp Equipage.

Tents, lined with red or blue Dungaree, complete with appurtenances	Native soldier, D.P.	5
	European soldier, D.P.	2
	„ „ S.P.	4
	Pals, Lascar	10

Office Furniture.

Boxes, record	4
Chairs, camp	1
Stools, „	5
Tables, „	4

Obsolete Headings.

Bags, water	400
Curry combs	50
Head-stall collars	2,459
Pack saddles, complete	2,459

CHAPTER VII.

EMBARKATION OF THE FORCE.

Ports of embarkation in India.

THE ports of embarkation selected in India were—Bombay, Kurrachee, Calicut, Vingorla, and Calcutta.

The greater portion of the force embarked at Bombay, one brigade from Calcutta, another brigade from Kurrachee, a British and Native Infantry regiment from Vingorla, and two companies of Madras Sappers and Miners from Calicut. One company of the Bombay Sappers and Miners was sent to Zula from Aden.

Survey Boards on Transport, taken up in Bombay.

Transports for the whole force from India (excepting the Calcutta Brigade), as well as for all followers, horses, elephants, mules, bullocks, and stores of every description were taken up at Bombay, after having been surveyed by a Board of Naval and Military Officers, composed of Captain T. J. Holland, Assistant Quartermaster-General, as President, with Surgeon W. A. Shepherd, Port Surgeon Lieutenant H. Morland, I.N., Agent for Transports, and the Master Builder and Master Boilermaker, Bombay Dockyard, as members.

Steam transports engaged in England.

Ten steam transports engaged in England arrived in Bombay in November and December 1867, and were re-surveyed by the same Survey Board.

Names of Officers at Bombay superintending operations.

Commodore L. Heath, C.B., R.N., was the Senior Naval Officer at Bombay. The late Captain John Young, C.B., I.N., Superintendent of the Bombay Marine, and Resident Transport Officer at Bombay, superintended in the Marine Department all the transport arrangements at Bombay. Brigadier-General E. L. Russell commanded the troops at the port of embarkation; Captain T. J. Holland, Assistant Quartermaster-General, superintended the embarkation; Dr. T. Ward was the Deputy Inspector-General of Hospitals, Indian Army; Dr. Stewart held the same appointment for British troops; and Lieutenant-Colonel A. Lucas and Captains C. F. Keays and G. S. Mignon succeeded each other as Commissariat Officers at Bombay during the embarkation of troops and shipment of stores for Abyssinia.

Under the supervision of these officers all transports to convey troops, followers, cattle, and stores to Annesley Bay from the ports of Bombay, Kurrachee, Vingorla, and Calicut were taken up, fitted, ventilated, laden, and despatched.

At this time Colonel F. Marriott, C.S.I., was Secretary to Government in the Military and Marine Departments, and Colonels T. Stock, and J. S. Gell, were respectively Adjutant and Quartermaster-General of the Bombay Army.

Embarkation arrangements in Calcutta.

Forty-three vessels were taken up as transports at Calcutta under almost similar arrangements to those made at Bombay; Captains H. Howe and J. G. Reddie succeeding each other as Master Attendants; Major-General J. Fordyce, commanding the troops at the port of embarkation; Major F. C. Roberts, V.C., Assistant Quartermaster-General, superintending generally the embarkation arrangements, and Lieutenant-Colonel Sibley being the Senior Commissariat Officer.

The control of the arrangements for embarkation at Calcutta was left entirely with Brigadier-General Stewart and his Staff. Dr. Dale, Inspecting Medical Officer, having been appointed to assist,

Final Survey Boards.

A final Survey Board also reported on each ship, prior to its departure from any Indian port, composed of Military and Medical Officers, with the Assistant Quartermaster-General at the port of embarkation as President *ex officio*.

Numbers of Transports engaged.

Two hundred and five sailing vessels and seventy-five steamers were employed as transports to convey troops, cattle, stores, &c. Of these, 174 sailing vessels and 30 steamers were engaged at Bombay; 24 sailing vessels and 19 steamers (including nine tugs) were taken up at Calcutta; 18 steamers (*viz.*, ten for troops, three as hospital ships, and five for mules) were engaged in England; 8 steamers for stores at Suez; one sailing vessel (laden with coal) at Aden; five sailing ships (for stores) at Kurrachee; and one sailing ship (laden with coal) at Point de Galle.

Bosphorus lost.

One steam transport ("The Bosphorus"), included in the above list, taken up in England for the conveyance of troops and sent out to Bombay, was wrecked and totally lost in Algoa Bay on the 20th of October, 1867.

A list of the several transports employed will be found at the end of this Chapter, and from this list all information regarding the names of the vessels, with their tonnage, accommodation, names of owners, terms on which engaged, and other particulars may be obtained.*

In addition to the above, eight ships were engaged for service in the Mediterranean, in connection with the Expedition, and were sent to Gibraltar, Alicante, and Valencia for mules.

Merits of iron and wooden vessels as Transports.

On the 28th of September and 2nd of October, 1867, Mr. John Laird, M.P., and the Secretaries of the Shipowners Association at Liverpool addressed the Secretary of State for India, alleging that a preference had been given at Bombay to wooden over iron ships as transports for the Abyssinian campaign, and soliciting that an inquiry should be made into the subject. Letters were accordingly addressed to the Admiralty and to the Government of Bombay on the subject.

Opinion of the Admiralty.

The Lords Commissioners of the Admiralty replied that all the ships recently engaged in England as transports were built of iron; but that they were of opinion that if good wooden ships were available with ample internal space and good ventilation, they would be preferable for service in the Red Sea.

Opinion of Superintendent of Marine, Bombay.

The Superintendent of Marine at Bombay replied, that no undue preference had been given at Bombay to wooden transports over iron, that up to that time only one iron ship (the "Kingston") had been surveyed by the Committee, and that the master of that ship had declined to comply with the requirements of the Committee; she was therefore not accepted. He was, however, of opinion that wooden vessels were infinitely better adapted for service in the Red Sea than iron ones, as it had been ascertained by experience that iron vessels become excessively foul in an unusually short period in those waters; to such an extent did this fouling extend, that the efficiency of a ship was materially impaired after she had lain at anchor for a few weeks; and in the event of sailing vessels having to work out of the Red Sea and to Bombay, after discharging their cargoes, their sailing qualities would be so deteriorated that a very considerable loss would accrue to Government.

Coal.

A large portion of the supply of coal for the steam transports, and for condensing purposes at the port of debarkation, was purchased in Bombay. Some vessels laden with coal were hired as transports at Aden, Bombay, Kurrachee, Point de Galle, &c., and their cargoes bought up by Government. Coal was also obtained from the Cape of Good Hope, Simon's Bay, and from the Peninsular and Oriental Company's stores at

* *See* pages 238 to 275.

Aden, and the spare space in several of the transports sent from Calcutta with troops and stores was filled up with coal. All steamers leaving Bombay for Abyssinia were also ordered to fill up with coal. Under these arrangements the supply appears to have met all the requirements of the Expedition.*

Arrival at Bombay of the Principal Agent for Transports.

On the 11th of October, 1867, the Commodore commanding the East India Station, reported the arrival at Bombay of Captain Tryon, R.N., the officer nominated by the Admiralty as Principal Agent for Transports for the Expedition, with a staff consisting of a Secretary, two Assistant Secretaries, and two writers. In addition to these, a Commander, R.N., a Chief Engineer, a Surgeon, and thirteen Transport Agents were placed under Captain Tryon's orders, and an Agent for Transports was stationed at Aden. Captain Tryon had, previous to his departure from England, superintended at Deptford the fitting out of the English transports.

The following were the instructions issued by the Admiralty to Captain Tryon:—

Duties of the Principal Agent for Transports.

"In pursuance of their Lordships' orders, you are to proceed by the next mail, *viâ* "Marseilles to Bombay, to report yourself to Commodore Heath, and take charge of the "duties of the transport service afloat in connexion with the Expedition preparing for "Abyssinia, subject, at all times, to such further orders as you may from time to time "receive from the Commodore or other your superior officer.

"Having inspected the ships fitting in this country, you are aware of their capa- "bilities; and you will be furnished with a list of the provisions and stores they are "conveying.

"It will be your duty to make yourself conversant with the terms of engagement "or charter-parties of all hired ships, those taken up by the Government of Bombay as "well as those engaged by this Department; and, whilst looking to the best interests of "the service in the efficiency of the ships, you will make it your duty to study economy, "and represent, when necessary, the expediency or otherwise of discharging any particular "ship or ships.

"Coal has been provided at the Cape of Good Hope and Simon's Bay, also at "Bombay, by the Government of India; and at Aden you will draw such supplies as "may be necessary from the stores of the Peninsula and Oriental Steam Navigation "Company, who have undertaken to supply it.

"A steamer will be provided by the Bombay Government for yourself and Staff, "from which vessel you will conduct all your duties, complying with the printed instruc- "tions of their Lordships, copies of which have been furnished to you, as well as "copies of the Instructions to Masters of Transports, and Copies of the Regulations for "Her Majesty's Transport Service, with such other forms and documents as are neces- "sary to you in the performance of your duties."

Modified instructions recommended.

Before the notice of Captain Tryon's advent reached Bombay, arrangements had already been made for the engagement, survey, and fittings of transports under the Quartermaster-General's Department, the Superintendent of Marine at Bombay, and the Master Attendant at Calcutta; it consequently became necessary to modify the orders of the Admiralty, and the Commodore Commanding the East India Station, at the suggestion of Sir Robert Napier, represented that the Bombay Government having in their service a Superintendent of Marine, with a departmental staff, the responsibility of char-

* For quantity of coal expended for condensing purposes, *see* Chapter XXX, and page 233.

tering and surveying the necessary vessels, and of managing them whilst within his reach in the harbour of Bombay, should clearly rest with him.

Arrangements for shipping stores in Bombay.

The Commodore recommended that the different departments concerned should make requisitions on the Superintendent of Marine for the amount of tonnage they required, giving on the requisition a general description of the nature of the stores to be shipped, the date at which, and the pier from which, shipping should commence, and whether steam or sailing transport was required.

He also recommended that goods be brought down to and put into the boats at the cost and under the charge of departments, but that the hiring of the boats and their distribution for each day's work should be in the hands of the Superintendent of Marine.

The ships to be stowed by their masters in conjunction with officers of the departments concerned, the last-named being responsible for keeping the right things uppermost.

Troops and guns.

He recommended that the same general rules should apply in the case of troops or guns; but the Superintendent of Marine was in these cases to ask for assistance in the embarkation (if requisite) from the senior naval officer present.

The Commodore also recommended that all officers in charge of vessels belonging to the Indian Government attached to the expedition should be directed to obey him, and that the charter-parties of hired vessels should be so worded as to give him complete control over them, and that so soon as any vessel had completed its lading she should be given over by the Superintendent of Marine to the charge of the Commodore, the Superintendent sending at the same time a copy of the charter-party, a description of the vessel, the number of her crew, names of master and of owner, &c., and a copy of the bill of lading, also a copy of the sailing orders issued by the Superintendent, when he would take full charge of the ship, despatching it to its destination on the requisition of the Commander-in-Chief of the Army.

Masters of Indian Marine ships to be under Naval control.

All cargoes being consigned to the heads of the departments to which they belonged would be landed on the requisition of the consignee.

Vessels returning to Bombay were on arrival to be taken charge of by the Superintendent of Marine, who would reload the vessel in accordance with the instructions she might bring, and be responsible for her despatch when loaded.

The Bombay Government agreed generally with the views expressed by the Commodore, and, inviting concurrent measures on his part, directed that the responsibility for chartering, surveying, distribution, and lading of the vessels was to rest with the Superintendent of Marine, who was to be guided by the advice of the appointed officers of the Quartermaster-General's and Commissariat Departments in Bombay, and assisted by his transport agent.

Transports when ready for sea to be under Naval control.

So soon as any vessel became ready for sea the Superintendent of Marine was to give her over to the charge of the Commodore, or in his absence, to the senior officer of the squadron present, and was, at the same time, to send to him or such senior officer of his squadron, copies of her charter-party, bill of lading, and sailing orders, together with a description of the vessel, the number of her crew and the names of her master and her owner. Thenceforth she was to be under the orders of the Commodore until her return to Bombay Harbour, when she was to be given back to the charge of the Superintendent of Marine, to be discharged or reloaded under the instructions which Government might give to him according to the advices received.

For fulfilment of these purposes the vessels of the Bombay Marine employed in connexion with the Expedition were, with their officers and crews, placed under the Commodore's command from the time of leaving Bombay Harbour until their return thereto.

The charter-parties of the transports, steam tugs to assist in the disembarkation, and other such vessels already provided for an arrangement of this nature.

Cargoes to be consigned to department.

All cargoes were to be consigned to the heads of departments to which they belonged, but they were to be loaded on the requisition of the Controller of Supply and Transport, or the Chief Commissariat Officer at the port of debarkation. Copies of all bills of lading were to be sent to the Controller of Supply and Transport, in order that he might keep the Commander-in-Chief informed of what was in port, what expected, and when due.

On receipt of the bills of lading the Controller was to indicate to the senior naval officer in command the order in which it would be convenient that the vessels should be discharged, in order that the necessities of the Army might be promptly met.

Transports, when in the Bombay Harbour, under Superintendent of Marine, Bombay.

In consequence of these arrangements made in Bombay, Captain Tryon assumed no charge of the transports till they left Indian waters, but was instructed to make such suggestions to the Superintendent of Marine at Bombay, in the way of alterations in the Bombay system of chartering ships, as might regulate the expenditure of the Transport Service by the established rules of the Admiralty; and, owing to the altered state of affairs in Bombay, it was finally decided by the Admiralty that the whole of the detail, duties, and accounts of the Transport Service afloat should be placed in the entire charge of Captain Tryon, subject to such general supervision and directions as the Commodore Commanding-in-Chief might think it necessary to give from time to time in the interests and for the efficiency and economy of the public service, observing that Captain Tryon had been instructed to cause all accounts and claims relative to the transports engaged by the Admiralty to be sent to England for settlement, and to leave the expenditure on account of transports engaged in India to be defrayed by the Bombay Government.

Duties of Principal Agent for Transports.

The duties of Captain Tryon were consequently to comprehend the entire organization and charge of the whole of the transports afloat; the Transport Officers appointed by their Lordships were under his immediate directions; all expenditure incurred by him in the discharge of this service was to be reported, as regarded the ships engaged by the Admiralty, direct to the Transport Department. Captain Tryon was in no way to interfere with the Superintendent of Marine at Bombay, but to confer with him whilst at that port, and communicate with him when absent, relative to such engagements as might be made under the authority of the Bombay Government, it being clearly understood that Captain Tryon did not interfere in making such engagements at that or other Indian ports to which Indian Officers had been sent to take up freight; but he was to accept such engagements, make himself acquainted with the terms thereof, and take the charge of the ships when equipped.

At Annesley Bay Captain Tryon controlled the whole transport service afloat, where a small steamer, the "Euphrates," was reserved for his use, and that of his staff.*

Ordinary Indian reliefs not to be interfered with.

It was decided that the ordinary reliefs of the garrison of India should not be interrupted on account of the Expedition, and Her Majesty's Indian troop-ships usually employed in the transport of soldiery by the overland route were consequently not diverted from their ordinary duties.

The embarkation arrangements in India were carried out in the following manner:—

Embarkation arrangements in India.

A regimental officer was detailed for duty on board each ship three days prior to embarkation. This officer was, by personal experiment, to ascertain that the muskets fitted into the arm-racks constructed in the vessel, and that all the fittings required were properly arranged, strong, and in good order.

* For statistical return of work performed by the Transport Service, *see* page 232.

He was to be careful not to interfere with any of the authorities, but to report immediately whatever might be wrong or susceptible of improvement to the Assistant Quartermaster-General.

He was also to make himself acquainted with the quantity of water and rations or the troops on board, and to ascertain where the ammunition, tents, stores, &c., were placed.

Sea rations to European troops embarked from Bombay ports.

European troops embarked at Bombay, Kurrachee, and Vingorla received rations when on ship-board as prescribed in the following Table:—*

	Bread.	Rice.	Flour.	Raisins, Suet, or Ghee; 2 oz. of the former, or 1 oz. of either of the latter.	Peas, or Dhall.	Sugar.	Tea, Black, or Green, mixed.	Arrack, 24 Degrees under London proof.	Vinegar.	Mustard Seed.	Onions.	Salt Beef.	Salt Pork.	Firewood.	Water.
	lb.	lb.	lb.				oz.	†ds.			oz.	lb.	lb.	lbs.	qts.
Sunday ..	$\frac{2}{3}$	$\frac{1}{2}$	$\frac{1}{3}$	2 ozs. Raisins, or 1 oz. Suet or Ghee	..	1 lb. per Week.	$\frac{5}{7}$		$\frac{1}{28}$ Pint per week.	$\frac{1}{28}$ lb. per week for 6 Men.	1	$\frac{2}{3}$	..	$1\frac{1}{2}$	3
Monday ..	$\frac{2}{3}$	$\frac{1}{2}$	..	2 ozs. Raisins, or 1 oz. Suet or Ghee	..		$\frac{5}{7}$				1	$\frac{2}{3}$	..	$1\frac{1}{2}$	3
Tuesday ..	$\frac{2}{3}$	$\frac{1}{2}$	..	.. .. ..	$\frac{1}{2}$ pint		$\frac{5}{7}$				1	..	$\frac{2}{3}$	$1\frac{1}{2}$	3
Wednesday	$\frac{2}{3}$	$\frac{1}{2}$	$\frac{1}{3}$	2 ozs. Raisins, or 1 oz. Suet or Ghee	..		$\frac{5}{7}$				1	$\frac{2}{3}$	..	$1\frac{1}{2}$	3
Thursday ..	$\frac{2}{3}$	$\frac{1}{2}$	..	.. .. ..	$\frac{1}{2}$ pint		$\frac{5}{7}$				1	..	$\frac{2}{3}$	$1\frac{1}{2}$	3
Friday ..	$\frac{2}{3}$	$\frac{1}{2}$	$\frac{1}{3}$	2 ozs. Raisins, or 1 oz. Suet or Ghee	..		$\frac{5}{7}$				1	$\frac{2}{3}$	..	$1\frac{1}{2}$	3
Saturday ..	$\frac{2}{3}$	$\frac{1}{2}$	.	.. .. ..	$\frac{1}{2}$ pint		$\frac{5}{7}$				1	..	$\frac{2}{3}$	$1\frac{1}{2}$	3

A tierce of Europe salted beef was considered equal to 336 lbs., or 42 pieces of 8 lbs. each, and a tierce of Europe salted pork as equal to 318 lbs., or 53 pieces of 6 lbs. each. Each piece of beef was issued as equal to 8 lbs.; and each piece of pork as equal to 6 lbs. When cavalry soldiers with horses embarked, they received the above meat by weight instead of pieces. Preserved meat (soup and bouilli) 1 lb. on Friday of each week was issued per man.

Patent preserved potatoes, 2 oz. (being equivalent to $\frac{1}{2}$ lb. of cooked vegetable) was served out on three days in each week per man, when salted beef or pork was issued.

Arrangements for the daily issue of rations on board ship.

The master of the transport was held responsible for the custody and expenditure of the provisions and stores embarked on board the vessel, and received from the officer commanding the troops daily indents for the daily issues, which indent specified the number of troops and followers, and the gross quantity of each article required for each description of persons, and he was required to issue the gross quantities included in their daily indents to such persons as might be appointed by the senior officer on board to receive them for the Europeans, native followers, and horses; the subdivision, or detailed distribution of which, to the parties concerned, was conducted by those persons under such arrangement as might be found most convenient for the purpose by the Commanding Officer.

* For all arrangements regarding shore rations, *see* Chapter XXIV.

† One quart bottle of Porter to each man per diem.

Commanding Officers of troops on board the transport were answerable for the correctness of the gross quantities indented for, agreeably to the forms and tables of rations communicated to them for their guidance by the Commissariat Department.

The medical comforts shipped on board were issued upon requisitions to the medical officer in charge of the troops during the passage. Medical comforts.

The sea rations issued for Natives of India, and for horses and cattle at Bombay, were as follows:— Sea rations for Natives.

Scale of Rations for Rank and File per each Man per Diem. For rank and file.

Cooking.		Not Cooking.	
Rice, Mangalore	2 lbs.	Gram, parched	1 lb.
Dhall	4 ozs.	Powa	1 lb.
Ghee	2 ozs.	Ghee	2 ozs.
Salt	⅔ oz.	Sugar	4 ozs.
Wood	1 lb.	Water	1 gal.
Water	1 gal.		

Scale of Rations to each Public Follower per Diem. For public followers.

Cooking.		Not Cooking.	
Rice, Mangalore	1½ lbs.	Gram, parched	12 ozs.
Dhall	4 ozs.	Powa	12 ozs.
Salt	⅔ oz.	Sugar	4 ozs.
Ghee	1 oz.	Ghee	1 oz.
Wood	1 lb.	Water	1 gal.
Water	1 gal.		

Scale of Rations to each Private Follower per Diem. For private followers.

Cooking.		Not Cooking.	
Salt	⅔ oz.	Gram, parched	8 ozs.
Rice, Mangalore	1 lb.	Powa	8 ozs.
Dhall	4 ozs.	Sugar	4 oz.
Ghee	1 oz.	Ghee	1 oz.
Wood	1 lb.	Water	1 gal.
Water	1 gal.		

Scale for each Horse per Diem.

Gram, raw	5 lbs.
Bran	1 lb.
Hay, screwed	14 lbs.
Pepper	½ oz.
Water	6 gals.

Scale for each Camel per Diem.

Gram	4 lbs.
Forage	30 lbs.
Water	8 gals.

Sea rations for horses and camels.

Daily allowance for each Pony per Diem.

Gram	4 lbs.
Bran	10 ozs.
Hay	10 lbs.
Pepper	6 drams.
Water	5 gals.

For Mules and Asses the same as Ponies.

Sea rations for ponies, mules, asses, bullocks, and elephants.

Daily Allowance for each Bullock.

Gram	3 lbs.
Straw or Hay	12 lbs.
Water	6 gals.

Daily Allowance for each Elephant.*

Gram	4 lbs.
Rice or Flour	20 lbs.
Salt	2½ ozs.
Hay or Kirben	175 lbs.
Water	40 galls.

Sea rations for European troops embarked at Calcutta.

The sea rations issued to troops, followers, &c., embarking at Calcutta differed slightly from those issued at Bombay.

In Calcutta the scale of rations, medical comforts, water, and forage for sea-going ships, as laid down in the Regulations for Her Majesty's Transport Service, observed in respect of all ships employed by the Admiralty as transports or hired troop-ships had previously been made applicable to all English troops.

The following was the Calcutta scale, in addition to which an additional daily ration of ½ oz. lime-juice and ½ oz. sugar (unrefined) for the first 20 days after leaving any Indian port, increased to 1 oz. lime-juice and 1 oz. sugar from the 21st day to the end of the voyage, was allowed:—

SCALE of Rations, Medical Comforts, Water, and Forage for Sea-going ShipsEurope a Troops.

SCALE OF RATIONS PER MAN.

Days of the Week.	Daily.															Weekly.				
	Salt Beef.	Flour.	Suet.	Raisins.	Salt Pork.	Split Peas.	Preserved Meat.	Compressed Mixed Vegetables.	Biscuits.	Fresh Bread.	Rice.	Porter (or Beer).	Preserved Potatoes (uncooked).	Sugar (unrefined).	Tea.	Vinegar.	Mustard.	Pickles (of various descriptions).	Pepper, ground.	Salt.
	oz.	oz.	oz.	oz.	oz.	pint.	oz.	oz.	oz.	lb.	oz.	pint.	oz.	oz.	oz.	pint.	oz.	oz	oz.	oz.
Sunday	..	12	..	..	..	..	12	..	..	1	..	1	2	2	½					
Monday	12	6	1	2	..	..	..	1	12	..	..	1	..	4	½					
Tuesday	..	..	..	..	..	..	12	..	..	1	4	1	..	2	½					
Wednesday	..	..	..	..	12	⅔	..	1	12	..	..	1	..	2	½	⅓	½	6	¼	
Thursday	12	6	1	2	..	..	..	1	..	1	..	1	..	4	½					
Friday	..	..	..	..	..	..	12	..	12	..	..	1	2	2	½					
Saturday	..	..	..	..	12	..	..	1	..	1	..	1	..	2	½					

NOTE.—Spirit was not issued, except in special cases on certificate of the Medical Officer in charge.

* For fittings of elephant transports, *see* page 226. For general treatment of elephants, *see* Chapter XXVII.

The following was the scale of medical comforts for troops, calculated for 1,000 persons for one day, and provided in addition to the ordinary rations :—* Medical comforts.

Brandy, bottle.	Rum, gills.†	Port Wine, bottles.	White Wine, bottles.	Preserved Meat, lbs.	Prepared Soup, pints.	Essence of Beef, tins (¼ pints).	Sago, lbs.	Arrowroot, lbs.	Rice, lbs.	Preserved Milk, pints (in small tins).	Lime Juice, pints.‡	Sugar (unrefined) for Lime Juice, lbs.‡	Sugar (refined), lbs.	Tea, lbs. (best black).	Vinegar, pints.	Soap, lbs.	Pearl Barley, lbs.	Preserved Potatoes (uncooked), lbs.	Compressed Mixed Vegetables, lbs.	Pickles (of various descriptions), bottles.	Chloride of Zinc, pints.§	Ale or Porter (bottled) pints.‖
1	8	8	4	3	12	50	2	4	8	20	6	20	15	2	2	2	3	12	3	1	4	25

When there was a distilling apparatus on board a transport, water was issued on the most liberal scale possible; but the minimum daily allowance of water (distilled or filtered), was for each individual embarked, including the crew of the ship, 6 pints when out of the tropics, and one gallon when within the tropics, which quantities were to suffice for all purposes. Allowance of water on transports.

The above Scales of rations being sufficiently varied for health, were to be adhered to, except as regarded the substitution of fresh for salted or preserved provisions, when practicable, in the proportions shown below. In order, however, to meet cases in which it might be actually necessary to depart from the scale, a list of equivalents was given. This was as follows:— Substitutes for articles of daily rations.

* Temperance men not receiving porter (or spirits as a substitute) were each allowed, daily, one ounce of sugar, and a quarter of an ounce of tea, in addition to the quantities of those articles specified in the Scale of Rations; those men who did not receive these additional quantities, were credited with a penny a-day.

Neither porter nor spirits were issued to prisoners or "punishment men," except under medical advice, and with the sanction of the Military Commanding Officer.

Preserved meat consisted of beef and mutton, which were provided in equal quantities, and issued alternately.

Fresh meat and fresh vegetables were issued, *whenever practicable*, 1 lb. fresh meat being considered equal to 1 lb. salt meat; but 8 ozs. of fresh vegetables were the rations for men. When fresh vegetables were not procurable, preserved potatoes (uncooked), 2 ozs., or compressed mixed vegetables, one ounce, were to be issued in lieu.

Fresh vegetables were issued, whenever procurable, with salt or preserved meat, in lieu of the flour, suet, raisins, peas, compressed vegetables, preserved potatoes or rice, specified in the Scales.

Fresh meat and fresh vegetables were also obtained for 2 days' consumption after leaving port.

In cases in which it might be impossible to provide fresh bread, biscuit was to be issued as the ration in the proportions shown in the respective Scales for men, women, and children. The Commanding Officer of the troops was to report to the military authorities, on his arrival in port, if he considers that biscuit had at any time been improperly or unnecessarily substituted for fresh bread.

Any articles in the foregoing Scales of rations might be stopped or changed, but only in individual cases upon the special requisition of the Medical Officer.

† For occasional issue, at the discretion of the Surgeon.

‡ Lime juice, with sugar, was issued only on the recommendation of the Surgeon.

§ A proper supply of disinfecting fluid was provided for use in the hold, in addition to the above quantity of chloride of zinc.

‖ This quantity was to be increased at the discretion of the authorities at the port, in the event of porter not being procurable in sufficient quantity as an article of ration.

Fresh bread	1 lb.	Esteemed equal to ¾ lb. biscuit.	
Flour	¾ lb.		
Rice	¾ lb.		
Fresh meat	1 lb.	„ „	1 lb. salt meat.
Spirit	¼ gill.	„ „	1 pint porter.
Coffee (roasted and ground)	1 oz.	„ „	¼ oz. of tea.
Chocolate	1 oz.		

Fresh vegetables	½ lb.	Esteemed equal to	2 ozs. preserved potatoes (uncooked), or, 1 oz. compressed mixed vegetables.
Flour	½ lb.	Might be issued in lieu of each other.	
Split peas	2 pints.		
Calavance	½ pint.		
Dholl	½ pint.		
Rice	¼ lb.		
Oatmeal	⅛ pint.	Might be issued in lieu of ⅜ pint of split peas.	

Sea rations for Natives embarked at Calcutta.

The following were the daily rations issued for Natives of India embarking at Calcutta :—

Daily Rations for a (Native Hindoo or Mahomedan) who cooked on Board.

Rice or Atta (flour)	1 lb. 8 ozs.	Smoking Tobacco	⅔ oz.
Dhall (split peas)	4 ozs.	Sugar	4 ozs.
Turmeric	¼ oz.	Tamarind	4 ozs.
Garlic	¼ oz.	Betel Nuts in No. 2	
Onions	¼ oz.	Pawn Leaves in No. 10	
Chillies	¼ oz.	Chunam	¼ oz.
Black Pepper	⅛ oz.	Kuth	⅛ oz.
Gram	2 ozs.	Firewood	2 lbs.
Ghee	2 ozs.	Water	1 gall.
Salt	1 oz.	Oil per week	8 ozs.
Eating Tobacco	⅔ oz.		

Daily Rations for a Hindoo who did not cook on Board.

Choorah	12 ozs.	Chillies	¼ oz.
Gram	10 ozs.	Betel Nuts in No. 2	
Ghee	2 ozs.	Pawn Leaves in No. 10	
Salt	1 oz.	Chunam	¼ oz.
Eating Tobacco	⅔ oz.	Kuth	¼ oz.
Smoking Tobacco	1⅓ oz.	Water	1 gall.
Tamarind	4 ozs.	Oil per week	8 ozs.
Sugar	6½ ozs.		

Candle, 1 per night for each lantern.
Lantern, 1 allowed for each ship

Daily Rations for a Sikh Soldier.

For Sikh Soldiers

Rice or Atta	1 lb. 8 ozs.	Sugar	4 ozs.
Dhall, or Oorud	4 ozs.	Tamarind	4 ozs.
Turmeric	¼ oz.	Coals, 1 lb. as wood	2 lbs.
Onions	¼ oz.	Water	1 gall.
Chillies	¼ oz.	Oil per week	8 ozs.
Black Pepper	⅛ oz.	Salt Fish	2 ozs.
Gram	2 ozs.	Coriander Seed	1 dr.
Ghee	2 ozs.	Cummin „	½ dr.
Salt	1 oz.	Cloves	½ dr.

Issue of Rum.

Rum, in the proportion of 2 drams per man was shipped, and issued at the discretion of Commanding Officer, upon cash payment at one anna per dram.

Amount of provisions shipped.

Provisions were shipped for 40 days—half rice, half atta (flour), for all Native troops and followers who cooked on board. Sixty days land provisions, besides what was required for the voyage, were also shipped.

Provender for horses or mules

No elephants, camels, or bullocks were shipped at Calcutta, but the following were the scales on which provender for horses and mules were placed on board ship :—

Scale of Provender, &c., for one Horse or one Mule per diem.

	Horses.	Mules.
Hay	10 lbs.	8 lbs.
Oats	4 „	2 „
Bran	4 „	1 „
Linseed Oil Cake	1 „	½ „
Black Salt	1 oz.	½ oz.
Pepper	¼ „	⅛ „
Water	6 galls.	5 galls.
Candles	1 for each lantern.	

Ammunition.

Service ammunition, in the proportion of five hundred rounds per man, packed in mule boxes, was shipped in each transport by the Ordnance Department at Calcutta.*

Native followers of troops.

The following public and private followers of troops were allowed to each Native regiment embarking at Calcutta, and rationed by Government gratis :—†

For Native Cavalry.

2 Cooks per troop.
6 Sikligurhs.
6 Mochees.
2 Mistries.
12 Puckallies.
2 Tinmen
1 Tindal.
1 Munshi.
1 Moulvie.
1 Gruntie or Pundit.
1 Adjutant's Writer.
1 Quartermaster's Writer.
2 Sweepers per ship.

For Native Infantry.

2 Cooks per Company.
1 Tindal.
8 Bheesties.
4 Puckallies.
2 Tinmen.
1 Moochee.
1 Lohar Mistry.
1 Munshi.
1 Moulvie.
1 Gruntie or Pundit.
1 Adjutant's Writer.
1 Quartermaster's Writer.
2 Sweepers to each ship.

Tinning Materials.

Material for tinning pots and pans, &c., was put on board ship by the Commissariat Department.

Bildars and Bazar Establishments were not to be taken with regiments.

The following establishment, with Doolies, was shipped at Calcutta with every regiment :—†

Dooly Bearers.

For the Cavalry.

5 Doolies	with 6 men each	= 30 men.
9 Dandies	„ 4 „	= 36 „
2 Stretchers	„ 4 „	= 8 „
Total	..	74 Bearers.

For the Infantry.

7 Doolies	with 6 men each	= 42 men.
9 Dandies	„ 4 „	= 36 „
2 Stretchers	„ 4 „	= 8 „
Total	..	86 Bearers.

Native hospital establishment.

The Native Hospital Establishments consisted of—

3 Native Doctors.
1 Dresser.
1 Ward Coolie.
1 Goorgah.
2 Sweepers.

Musquito curtains for native hospitals were supplied by the Commissariat Department at the rate of 10 per cent. on strength of corps.

Grass-cutters for mounted corps.

Mounted corps took their grass-cutters to *the extent of* 90 *men*.†

Officers were permitted to take with them the following number of baggage animals:—

* A special transport—the "Elizabeth Henderson"—was allotted in Bombay as a powder ship, and the "City of Agra," another transport, was placed at the disposal of the Ordnance Department, Bombay, for ordnance stores."

† For Native followers of Bombay troops, *see* Chapters XIX and XXIX.

Carriage for Officers.

Field officers, for personal baggage	3	Mules.
„ Tent	1	„
Captains, for personal baggage	2	„
„ Tent	1	„
Subalterns, for personal baggage	1	„
„ Tent	1	„
Officers' mess. Each officer	1	„
Mess Tent	1	„
Offices. For each regiment	1	„

Officers' servants.

In Calcutta, Field officers were allowed to embark two personal servants, and all other officers one each. Mounted officers were allowed one syce and one grass-cutter to each charger. One man was allowed to each baggage animal. Officers' messes were allowed three servants.*

Inspection of Native followers.

All Native followers, whether public or private, of troops, or personal of officers, were inspected by the Medical Officer of the regiment before embarkation, and Commanding Officers of regiments were held responsible that only healthy able-bodied men were permitted to accompany their regiments. All were vaccinated before embarkation.

Clothing for Native followers.

The following articles of clothing were supplied gratis to every authorized Native follower of troops :—

1 Blanket	From the Commissariat Department.
1 Lascar's coat	From the Clothing Agent.
1 Cloth pyjama	
2 Flannel banians	
2 Pair Woollen socks	
1 Pair boots	
1 Great coat.	
1 Water canteen	From the Ordnance Department.
1 Haversack	

Clothing for Officers' servants.

Clothing for officers' servants was not supplied by Government, but Commanding Officers were responsible that they were properly provided.

Kits of Native soldiers.

Commanding Officers of regiments were held responsible that the following kit was in the possession of every soldier previous to embarkation, viz. :—

For Cavalry.

1 Blanket.
2 Canvas frocks in lieu of hammocks.
1 Great coat.
1 Suit, cloth, uniform.
2 Pairs flannel drawers.
2 „ „ banians.
2 „ warm socks.
1 Pair long boots.
1 pair English boots.
1 Waterproof sheet.
1 Waterproof cape to every three fighting men.
1 Haversack.
2 Canvas frocks in lieu of hammocks.

For Infantry.

1 Blanket.
2 Canvas frocks in lieu of hammocks.
1 Cloth great coat.
2 pairs of flannel drawers.
2 „ „ banians.
2 „ warm socks.
2 „ English boots.
1 Waterproof sheet.
1 Waterproof cape to every three fighting men in the 21st Punjab Native Infantry, and to each man in the 23rd Pioneers.
1 Canteen for water.
1 Waterproof kit bag.
1 Cloth tunic.
1 Cloth pyjama.
1 Haversack.

* For followers allowed to Bombay Corps, *see* Chapters XIX and XXIX.

Lascar pauls (tents) for native troops, both Cavalry and Infantry, were supplied by the Ordnance Department at Calcutta. The tents had jointed poles and were open at both ends.*

Charges for Officers messing on board ship.

Officers on board ship were charged for messing at the following rates per diem, according to regimental rank, viz. :—

	Rs.
Field Officers	4
Captains	3
Subalterns	2

Medical stores.

Medical Officers of regiments and detachments were responsible that a sufficient supply of chloride of zinc and of lime-juice was put on board each ship, and that they were provided with a proper proportion of medical stores and surgical instruments for the men under their charge.

Lime for necessaries.

Lime was also issued for the necessaries of the transport ships of Native troops.

Marine soap.

A supply of borax and ghee to the extent of 10 maunds of each per regiment was taken in each ship for the use of the Sikhs in washing their long hair.

Veterinary medicines.

Veterinary medicines, with instructions for their use, were put on board each ship. A certain quantity of momroghan† was put on board each ship by the Commissariat Department for the purpose of preserving the saddlery, &c.

Dead Stock shipped.

The dead stock shipped on vessels in Bombay, for every 100 men, was as follows :—

Degs, Copper	2	Necessary Boxes	2
Do., Covers, Copper	2	Brooms	5
Ladles, Copper	2	Lantern, Horn	1
Pumps, do.	2	Candles (per diem)	2
Copper Scale with 7 weights	1	Tin Gallons	2
Steel-yard	1	Copper Gallons	2
Buckets, Pail	5	Do. ½ do.	1
Swabs	5	Do. ¼ do.	1
Life Buoys	2	Dram Cups	2
Scrapers	5	Funnel	1
Kuboose, complete .. .. 1 } or 2 for any		Tub, Grog	1
Sheet, Lead .. .. .. 1 } number		Hatchets	2
Scuttle Butt	1		

The officer detailed for duty on board a ship to carry horses or mules was to ascertain that the necessary equipments were on board.

Equipment for horses and mules.

The equipments for horses and mules on board ship were as follows :—

Baskets, Bamboo	No.	50	Per cent. in use, and 50 per cent. spare.
Brooms	„	50	Per cent. in use, and 50 per cent. spare.
Buckets, Galvanized	„	50	Per cent.
Vinegar, Country	hhds.	1	„
Slings, Horse, hoisting	No.	6	To each Ship.
Head Pad with Collar, Canvas, and Guiding Ropes, 12 feet ..	„	10	„
Lanterns, with Locks and Keys	„	10	Per cent.
Candles	„	2	Per diem to each Lantern.
Disinfecting Powder	lbs.	50	Per cent.
„ Fluid	gallons	5	„
Coir Mats, thick, 6 ft. long × 2 ft. 4 in. at each corner a strong Coir Loop, 10 ft. Line, to each Stall	No.	1	To each Stall, with 25 per cent. extra.

* For camp equipage allowed at Bombay, *see* Chapter XXIX.

† A composition of wax and grease.

Tobra or Nose-bag, Gunny Paut	1	Per each.
Horse Hammocks or Sling Horse Resting	10	Per cent.
Numda, piece, with 100 small tacks	1	To each.
Net, Hay, 3½ feet long and 3 feet broad	1	To each, with 25 per cent. spare.
Saltpetre .. .. lbs.	16⅔	Per cent.
Linseed .. .. maunds	16⅔	„
Pepper Corns .. .. lbs.	25	„
Rock Salt .. .. piece	1	Per each Stall.
Tubs for soaking Grain .. .. No.	2	To each Ship.
Scrapers .. .. „	1	Per Stall.
Sponges .. .. „	10	Per cent.

Fittings of transports at Bombay.

From the reports of the embarking Officers at Bombay and Calcutta, it appears that several transports, in which troops were conveyed, were generally fitted up as follows, viz.:—

For European Cavalry.

European Cavalry.

Officers were accommodated in cabins under the poop, fitted up and provided with utensils and bedding, as per regulations.

Non-commissioned Officers and men were berthed either in the after cabin on the upper deck, or in the fore part of the 'tween decks, which was partitioned off by means of an air-tight bulk-head, separating it from the remaining portion of the 'tween decks allotted for the horses. These compartments were fitted with arm-racks for the men's arms, a cradle in the centre for their saddle-bags, bedding and other necessaries, and battens over head for their packs. The beams above were also provided with hooks to hang clothes on.

Standing berths near a hatchway between decks, or spare cabins on the upper deck, were allotted as hospitals and dispensaries.

Patent cooking galleys and cabooses were fitted on the upper deck for cooking purposes. Cooking utensils were the same as used in barracks in India.

Latrine accommodation was provided by means of water-closets erected on the upper deck forward, or of portable boxes slung over the side, and fastened securely by ropes.

Native followers were accommodated on the upper deck. Syces, below with their horses.

Canvas awnings were provided over the whole length of the upper deck.

Equipments were shipped as on the scale at page 234.

The men slept on their Indian bedding, spread on the deck allotted to them. Mess tables and benches were supplied by the Barrack Department, at first to a few ships, but were afterwards discontinued.

For European Artillery and Infantry.

Artillery and Infantry fittings and accommodation.

Officers.—Same as for Cavalry.

Men.—The whole of the 'tween decks fitted up as for Cavalry, were allotted for the men.

Arm-racks and Fittings; Hospital and Dispensary; Cooking Apparatus; Cooking Utensils; Latrines; same as for Cavalry.

Native Followers.—On upper deck.

Awnings.—Spread fore and aft.

Officers' Horses.—In stalls on the upper deck, generally amidships, or on both sides.

Bheesties, Bullocks.—In pens on the upper deck, generally amidships.
Sleeping Places; Mess Tables and Benches; same as for Cavalry.

FOR NATIVE TROOPS.

Accommodation and fittings for Native troops.

Native Officers.—Either in the fore cabins on deck, or in screened berths between deck.

Men.—The whole of 'tween decks, fitted up as for European Infantry, was allotted for the troops.

Arm-racks and other Fittings.—The same as for European troops.

Hospital and Dispensary.—A portion of the 'tween decks, near the main hatch, set apart for an hospital. Dispensary in a spare cabin, generally on upper deck.

Cooking Apparatus.—Cabooses for the several castes provided on the upper deck forward.

Cooking Utensils.—As on shore.

Latrines.—Portable boxes slung over the sides, forward, and fastened securely to the ship by ropes.

Followers.—On upper deck.

Awnings were spread fore and aft.

Sleeping Places.—As for European Infantry.

For British soldiers, space was allowed as laid down, viz.:—

Space allowed to each soldier on board ship.

28 Feet superficial for Warrant Officers.
15 „ „ for each Staff Serjeant,
10½ „ „ for each Non-Commissioned Officer and Rank and Fle.

For Native troops, space was allowed as follows:—

28 feet superficial for each Commissioned Officer.
9 „ „ for each Non-Commissioned Officer and Rank and File.

Each follower received the same space as the rank and file of Native Corps.

Embarkation of Native Cavalry in Bombay.

Each transport engaged at Bombay for the Sind Horse was complete in itself, that is, the officers, men, and followers, together with their animals, magazine, and camp equipage, were shipped on the same vessel, prepared to land and march off on any service irrespective of other portions of the regiment embarked in other vessels. The 3rd Bombay Cavalry did not take transport animals with them, otherwise their equipment was similarly complete. The least height between decks of any vessel for horses was 7 feet 6 inches.

Ventilation in transports.

Each transport for cavalry, infantry, followers, or cattle, was, as stated above, ventilated by means of scuttles cut on each side where required, and several running feet of planking were taken up from the deck, above the heads of horses in horse and cattle transports, and nearer the bulwarks in transports for troops or followers. These open spaces were fitted with hatches which could be closed in rough weather, and were also fitted with binding of at least six inches. Bell-mouthed ventilators 20 inches in diameter, and large trunk vents were let in through the upper deck of every transport. Bow ports were cut whenever possible. Iron steamers and ships were completely lined. The full number of scuppers required in vessels which carried horses or cattle were cut. Each ship was completed with awnings, windsails, and hatch ladders. Lightning conductors and fire-engines were placed in every vessel. Each vessel that had no condensing apparatus on board was fitted up with water tanks containing from 25,000 to 75,000 gallons in all.

Lightening conductors. Fire engines. Water tanks.

Arrangements at Calcutta for selecting and fitting transports.

At Calcutta the engagement and fitting of the Transport Ships taken up for the conveyance of Troops to Abyssinia, were commenced in October. The tenders were opened at the Marine Office on the 15th October, when some twenty ships offered; all were more or less laden, and as the 'tween decks were very much crowded, for some days nothing but a cursory survey could be made.

By the 23rd of the month eight ships had been allotted, and before the 30th idem, seven more, making a total of fifteen, all of which tendered on the understanding that they were to be ready for sea on the 10th November.

Cyclone at Calcutta.

On the 1st November, Calcutta was visited by a severe cyclone, which providentially did but little damage to the shipping; two transports were somewhat damaged, but great difficulty was experienced in unloading, as the cyclone sunk or destroyed many of the cargo boats, and this of course materially delayed the completion of the vessels. Consequently, instead of the vessels being completed on the 10th November, only one was reported fit for the reception of troops during the whole of that month.

All this time the vessels were constantly visited by the Transport Committee, who endeavoured in every way to hurry on the completion, but owing to the indifferent workmen employed by the several contractors, constant alterations and condemnations had to be made.

A plan of the fittings required had been originally lodged in the Marine Office, each ship had been carefully marked off when first taken up, and to prevent any doubt as to the nature of the fittings, one vessel was fitted up at the government dockyard, nevertheless it was the 30th November, or three weeks after the appointed time, before the first vessel passed the final survey.

Some Captains stated that the contractors had failed them, others that the fittings, &c., were so expensive that they could not get them put up for any reasonable sum, while some urged that, owing to the want of proper warehouses or places where they could store their cargo in safety, they were unable to unload their vessels.

Selection of ships.

In selecting ships care was taken to secure those intended for artillery or cavalry as high 'tween decks as possible; a sufficient number of these was procurable at Calcutta and Bombay, either iron clippers from Liverpool or large North American built traders, with decks varying from 7 feet 6 inches to 8 feet 2 inches high; wooden ships were considered preferable to iron, being cooler, and in every way more easily ventilated.

These vessels of from 1,000 to 1,400 tons, averaged in length from 150 to 200 feet, with a beam varying from 30 to 35 feet, and they usually had a clear upper deck, where from 40 to 50 animals were accommodated between the boat-house and poop.

At Calcutta the average strength of the regiments as they embarked for Abyssinia was as per foot note,* and it was found that six ships were required to convey a Cavalry, and four an Infantry corps. In Bombay mules were not sent with the Infantry corps, and consequently two ships were found sufficient for a Native Infantry regiment. Four transports were allotted for the 3rd Cavalry, for fighting men, followers, and horses, and eight transports for the 3rd Sind Horse, which regiment took its transport animals with it. Each ship was complete in every detail, tents, ammunition, baggage, animals, &c.,

Strength of Cavalry and Infantry corps embarked at Calcutta.

*10TH AND 12TH BENGAL CAVALRY:—
Each 9 Officers.
13 Native Officers.
450 Non-Comsd. Officers, R. & F.
3 Native Doctors.
489 Horses.
322 Mules.
590 Followers.

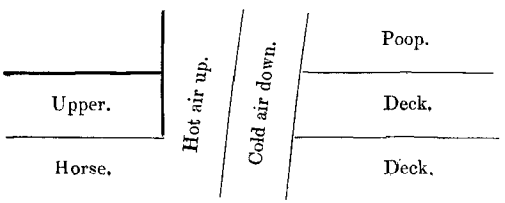
21ST AND 23RD PUNJAB INFANTRY:—
Each 9 Officers.
16 Native Officers.
736 Non-Comsd. Officers, R. & F.
3 Native Doctors.
10 Horses.
350 Mules.
400 Followers.

being divided in due proportion, so that each detachment was independent, and could be landed at any one point without reference to the remainder of the regiment.

Usually the troops embarked at Calcutta were placed in the forepart as being the coolest, the horses and mules amidships, and the followers aft; this arrangement, however, it was occasionally necessary to modify to suit the build of the vessels, care being taken always to have the animals as much in the centre as possible.

A great object was to secure a sufficiency of ventilation; some of the larger wooden ships had bow ports, which were found to be the best means of ventilating a horse deck, but as these had to be closed in rough weather, openings were made in the deck; in every class of vessels two or three planks from the break of the poop to the break of the forecastle were cut out on each side; these ventilators were invaluable, as they could almost always be kept open; they were provided with a combing to prevent the water used in washing decks from falling through, and with a cover to close during rain. Ventilation.

Cowl-headed and Admiralty ventilators were fixed wherever considered necessary, and in addition, each ship had two large double ventilating trunks, one through the poop, the other through the forecastle, thus:—



The long tube came down to within a foot or 18 inches of the horse deck.

When impossible to get these ventilators through the places described, they were placed in any other part of the ship that had least ventilation, and where they would not interfere with the working of the vessel; the upper portion was made strong enough to stand the wash of the sea, and raised slightly above the upper deck; wind-sails were fixed to each hatchway, of sufficient length to be carried well up into the rigging, so as to catch the smallest breeze of air in calm or sultry weather. They were to be kept constantly trimmed *full to the wind*, and the watch was instructed to see this carried out, both by day and night. The lower ends were carried down to within a foot or 18 inches of the horse deck. When possible, ports and scuttles were cut in the sides of transports. The horse-keepers and attendants were ordered to be always on the alert to remove dung, sweep up litter, &c.; and to enable them to keep the stalls pure every tenth one was spare; horses were shifted daily, which operation, weather permitting, should never be neglected. The stalls were made to admit of the urine running off, and scuppers were cut in the deck behind to carry into the bilge the urine and the water used in cleaning the stalls; these scuppers were fitted with a three or four-inch pipe, and placed wherever the water lay, two or three on each side, as might be required. Cleanliness.

Disinfectants were freely used, chloride of zinc and Macdougall's disinfecting powder being the most efficacious, the quantity shipped of course depended on the length of the voyage and on the size of the ship; but for ordinary-sized horse transports 6 or 7 lbs. of chloride of zinc, and 3 or 4 lbs. of Macdougall's powder per diem were found ample. Chloride of lime was not used, for besides the chemical decomposition and offensive exhalations that take place when it comes in contact with urine, it has proved Disinfectants.

to be injurious to horses by causing lung diseases, &c. Lime or whitewash however was necessary when the sides and roof of the 'tween decks were not painted, as it assists in decomposing organic matter which would otherwise attach itself to the woodwork, the stalls themselves were not whitewashed, as the lime is apt to injure the skin of animals, but the other parts of the deck were washed with lime every 10 or 12 days.

Chloride of zinc was used for the bilges, 2 lbs. of it being mixed with 5 gallons of water. The bilge water was in the first place diluted with fresh water and pumped out, then a portion of the solution of chloride of zinc poured in and left in the bilge until the next pumping out took place.

Macdougall's powder was either used dry or dissolved in water; if dry, a good-sized dredger was all that was necessary, and this was, perhaps, the most convenient method; if used with water a solution of 3 ounces to 1 gallon of water was found sufficiently strong for the 'tween decks, urinals, &c., sprinkled lightly through the rose of a common watering pot; a stronger solution was necessary for the latrines, and this was obtained by dissolving 5 or 8 ounces in 1 gallon of water.

If at any time the 'tween decks became offensive, the atmosphere was purified by saturating two or three pieces of old blanket, or any woollen substance, with a strong solution of Macdougall's powder, and hanging it up with the lower edge 3 or 4 feet from the flooring. When the atmosphere was fully impregnated with the powder, here were no flies.

The stalls themselves were well washed daily, and the portion of the 'tween deck occupied by troops was scraped or dry holy-stoned, which kept the ship perfectly clean, and rendered the place more healthy and comfortable, rapid evaporation in warm latitudes being unwholesome.

Fittings of horse ships.

The horse and mule stalls were made of well-seasoned teak, and every care was taken to ensure their being as strong as possible. The following were the dimensions of the stalls:—

Horse stalls.—Length inside of stanchions 6 feet (6 feet 6 inches in Calcutta) breadth 2 feet.

Stanchions, 4″ × 4″, length varying according to the height of the deck; they were morticed in the lower cant-piece, and well cleated at head to the upper deck.

Sideboard, 9″ × 1½″, lower edge being 3 feet from the deck.

Front or breast-board, 9″ × 1½″, lower edge being 3 feet from the deck.

These were grooved to the stanchions, and a hole 1 inch in diameter bored in their centres, 4 inches from either end, so that they might be lashed to the stanchions in the event of the cleats carrying away; they were planed smooth and rounded on both edges; and at Bombay were padded.

Lower front board, 9″ × 1½″, lower edge being 1 foot from the deck.

Kicking batten, 2¼″ × 2″, lower edge 1½ feet from the deck; the batten was fittted to the stanchions by grooves.

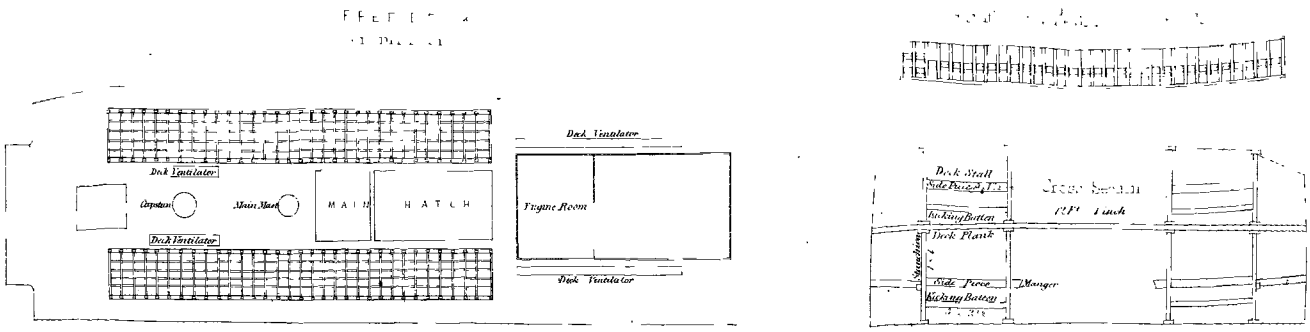
Deck battens, 2½″ × 1½″; four for each stall, the front one 1 foot 4 inches from the foremost cant-piece or stringer, and the other three equi-distant in the remaining space; they ran along the width of three or four stalls, and were secured by the side cant-pieces, which were again cleated to the stanchions; by this arrangement all screws and nails in the battens were avoided, and the battens themselves were considerably stronger; two groove being cut in the centre of each to allow of the escape of the urine and the water used in cleaning out the stalls.

Deck cant-pieces, or the stringers in front and rear of the stalls, 7″ × 3″, with a groove cut in the wake of each stall for the escape of urine, &c.; the front and the

[illegible]

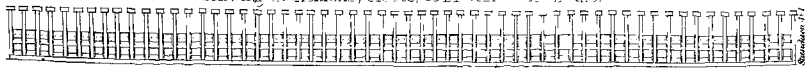
Fitted in India,

FOR HORSES & MULES.



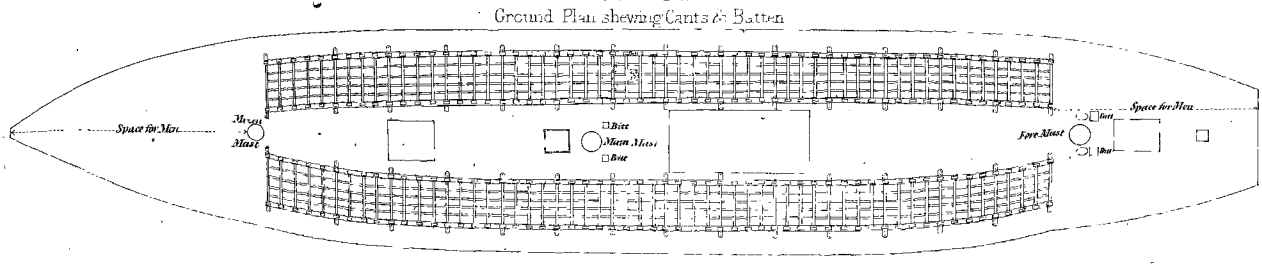
ELEVATION OF HORSE-STALLS ON LOWER DECK

Shewing Stanchions, Cleats, & [illegible] of Stalls.



LOWER DECK

Ground Plan shewing Cants & Batten



SCALE OF FEET

10 0 10 20 30 40 50 60 70 80 90 100

[illegible] the [illegible] DÉPÔT of the WAR OFFICE,
COL. SIR H. JAMES R.E. [illegible]

side stringer at the extreme end of each row of stalls were caulked throughout their entire length, and firmly fastened to the deck. Side cant-pieces for dividing the stalls, $3'' \times 2\frac{1}{2}''$, were cleated to the stanchions, and, as explained above, served to secure the cross battens.

Rear rails, $4'' \times 3''$, were on a line with the lower edge of sideboard, *well padded* and lashed to the stanchions. A cleat was fixed in each stanchion for the rail to rest upon.

Shores, $4'' \times 4''$, were fitted between the stanchions and the ship's side to strengthen the stalls in rough weather; these pieces were made to ship and unship, so that they could be removed when necessary; their length depended on the distance of the rear stanchions from the ship's side, which were not less than $3\frac{1}{2}$ or 4 feet.

Cleats were $12'' \times 4'' \times 1\frac{1}{2}''$, and fastened with screws.

Mangers were 9 inches deep.

8 „ wide at the bottom,
11 „ „ at the top,
20 „ long,
} inside measurement.

They were bound with iron hoops on three sides, and made as nearly water-tight as possible; they were made of $1\frac{1}{2}$-inch plank, and bound round the edge with tin or zinc to prevent their being chewed by the horses.

Hanging hooks for mangers were 2 inches wide and $\frac{3}{8}$ths of an inch thick, and fastened to the manger with $1\frac{1}{2}$-inch screws; these hooks were at the extreme ends of the mangers to prevent their injuring the horses' chests.

Slinging hooks were $2\frac{1}{2}$ inches clear, $\frac{3}{4}$ths of an inch iron, one over each sideboard, 3 feet from front of stall.

Ring bolts for tethering the horses were 3 inches clear, $\frac{5}{8}$ths of an inch iron, and fastened in front stanchion 3 feet from the deck.

Hay nets were 4×3 feet, with a string 3 feet long at each corner; one net for every stall, fastened round a batten ($2\frac{1}{2}'' \times 2''$) running in front of the stalls, $1\frac{1}{2}$ feet from the upper head of the stanchions.

Head stalls.—One for every horse with 15 per cent. spare; made of good No. 1 English canvas doubled. Head pads were found necessary when slinging horses, as they were apt to plunge on first reaching the deck, and were very liable to injure their heads against the roof of the 'tween decks; six were provided for each ship.

Slings.—Six horse slings were provided for each ship.

Horse Hammocks.—Twenty-five or thirty were provided for each ship. They were only to be used during fine, moderate weather, and were so fitted that the horse could at his option throw his weight into them, and thus relieve his legs; they were not to be tightened so as to lift the horse off his legs, and were never to be used in bad weather; experience has proved that a horse invariably resists the rolling motion of the ship, and throws the weight of his body, when allowed to stand on his legs, exactly in the contrary direction to the ship's motion.

Saddles, accoutrements, &c., were packed in canvas bags and stowed away in the mouth of one of the holds.

Coir mats were shipped for sick horses, and strewed on the deck when shifting horses.

Mule stalls were the same as horse stalls, with the exceptions that the width inside of stanchions was 20 inches, the length 5 feet 6 inches, and the lower edge of the side and front boards were 2 feet 6 inches from the deck.

No lower front boards were required. Length of manger, 17 inches.

In putting up the fittings, care was taken that they were kept parallel to the run of the ship, so that each horse might stand with his chest fair against the breast board.

The side and front boards were, like the kicking battens, made to slide easily into the cleats, in order that they might be moved without difficulty, in the event of a horse falling or requiring to be taken out of his stall. A passage was, when possible, left between the rear stanchion and side of the ship to enable the syces to clean out the stalls easily.

The stalls on the upper deck were, in Calcutta, covered over with 1 inch plank to allow of the troops sitting there during the voyage, for what with the stalls, cabooses, latrines, &c., there was not much available space for recreation, and for safety a main line was fixed along the whole length of the stalls, both fore and aft, about 2½ or 3 feet above them. It was considered unadvisable to place animals on the upper deck in stormy seasons, or for long voyages, but when they could be placed there it allowed of a larger number being shipped together.

Preparation of horses for embarkation.

Before embarkation, horses should not be in too high condition, consequently for some hours previous to slinging they were kept fasting, as the operation of slinging was apt to prove injurious to animals whose stomachs were distended with food and water; added to which they would sooner become reconciled to their change of quarters, and take to their food on board when they had been kept fasting previously.

Embarkation of animals at Calcutta.

At Calcutta horses were, when possible, shipped from the shore, which was much more convenient than out of boats; when the depth of water was not sufficient to allow of the animals walking on board, the vessel was moored, so that the end of the yard might plumb the shore; the horses or mules were paraded as they were to be placed in the stalls, each one was then fitted with a canvas head stall and pad, and then with a watering bridle, as the animal could be more easily managed with the bridle; on reaching his stall the bridle was removed. The first six were then led to the shipping stage, where the slings were carefully fastened on; the breech band and breast girth being securely fastened.

At Bombay.

At Bombay, all horses, mules, and bullocks, were made to walk from the pier into large flat bottomed barges, decked, fitted with handrails, and capable of accommodating about 40 horses each. These barges were towed alongside the transports, and the animals slung on board from the main yardarm of the transport.

Elephants.

The two transports that conveyed elephants from Bombay were brought into a dock, and the elephants were slung on board from the shore.

The following were the arrangements in the two ships which carried elephants:—

Fittings of Elephant ships.

The elephants were placed in the hold of the vessels, on a temporary flooring made of stones and shingle, back to back, with their heads towards the ship's sides. A vessel with a beam of 34 or 36 feet, admits of two elephants being placed in this way comfortably, and of a gangway being left between them, broad enough for the attendants to pass to and fro for the purpose of clearing away the droppings, &c.

The breadth of the stalls was 6 feet, divided off by 2 cross beams, each 1 foot broad and 8 inches thick, which rested on a longitudinal shelf-piece 8 inches broad and 8 inches thick, which again was fastened to the ship's side by cleats 1 foot 2 inches long, and 7 inches wide, placed every 5 feet 5 inches along the side.

These cross or transverse beams required a strong moveable upright in the centre (amidships) to prevent their being injured or displaced by the elephants pressing against them.*

Fittings of bullock transports.

No bullocks were shipped from Calcutta, but the following were the dimensions of the stalls fitted at Bombay for their animals:—

For draft bullocks, 6′ × 2′
For pack bullocks, 5′ × 1¾′

* For treatment of elephants, *see* Chapter XXVII.

Between every draft and every three pack bullocks a 4″ bale or side-board was fixed. One attendant accompanied every pair of draft bullocks.

In attaching the slings, quickness was essential, both in regard to making them secure before the horse or other animal had time to plunge, and also in running him up off the ground at a rapid rate. After he had attained the necessary height he was steadily lowered down the hatchway, and two or three active men were stationed round the hatch to see that his head, legs, and tail were not injured in descending to the stable deck, where a soft bed of straw or saw-dust was provided for him to alight upon. Three or four men were ready to receive him, and to take off the slings, for on first feeling his legs, unless he was firmly and judiciously handled, he generally plunged and kicked violently. Slinging.

While he was being led off to his appointed stall, the sling and head pad were passed rapidly on shore, or to the embarking barge, and fitted on to another animal. When all the appliances were complete, and the men had got used to the work, 30 horses or 40 mules were slung on board in an hour with ease.

As horses which know one another both feed better and stand quieter together; care was taken to preserve *the same order* on board ship as was observed when standing in their troop stables on shore.

For the first few days on board ship food was rather sparingly given, and bran formed the larger portion of the horses' diet. The daily allowance for each horse, mule, bullock, and elephant, has been stated at page 100. Food on board ship.

Water was given three times a-day, in the early morning, at 11 A.M., and again at 3 P.M. Water.

Vinegar is one of the greatest comforts to horses, and was used freely; the nostrils and mouths, and occasionally the hocks of the horses, especially moping sickly ones, were sponged with it daily. One gallon of vinegar was shipped for each horse. Vinegar.

There is always a difficulty about cabooses on board transports conveying Native troops, as the space on the upper deck is more or less limited. A wooden house, lined with sheet iron or tin, was found to be the most convenient caboose. For a Cavalry ship, carrying about 200 soldiers and followers, two—each 3 feet 3 inches wide, 5 feet 3 inches deep, and about 6 feet high—was found to be sufficient: they were fitted with a common grating or moveable iron bars, with a space below for the wood or coal. For Infantry, or for a ship carrying greater numbers, a third caboose was found necessary, without the grating, consisting merely of a flooring of brickwork, on which chulas could be made by the men themselves. In this case, however, bricks and mortar had to be provided for these chulas Cabooses or cooking places.

In some ships it was found convenient to make one large caboose and divide it into two; in other ships it was necessary to alter this slightly by making the openings on opposite sides of the caboose; in some vessels again it was necessary to have the cabooses separate—all depended on the available deck space; but when the troops differed in religion, the arrangement last mentioned was found most desirable. When possible in all ships the cabooses were placed forward of the latrines, and as far from them as the space admitted.

For Native troops latrines were built *outside* the rigging in the Calcutta ships. In the Bombay ships they consisted of open semi-circular boxes lashed outside the bulwarks. Four or five per cent. for the number of men embarked were found necessary. They were placed on either side of the deck, and when built were 6 feet 6 inches high, 3 feet 3 inches deep, and 2 feet wide; the door had a bolt both outside and inside, and small holes cut out near the top for light and air. The number of latrines was Latrines.

occasionally reduced in the Calcutta ships by making a place for troops in the chains, but this was usually required for the crew, besides it was not very safe for men unaccustomed to the sea.

Issue Room.

One issue room was required in each ship; in horse transports it was when possible, on the upper deck, as it was desirable to keep the main deck clear. A convenient place was usually found either in the deck-house or in one of the awning cabins; if neither of these could be made use of, it was put wherever there was available space.

Commissariat Stores.

To ensure supplies and material of every kind being carried as economically as possible, the Survey Committee ascertained, when taking up a ship, the number of tons of ballast required, and the space available for cargo; then, in communication with the Commissariat Department, they decided what nature of stores should be shipped, specifying the quantity of light and heavy goods, the manner in which they were to be stowed, and the date when they would be received on board.

Success of the embarkation arrangements in India.

The embarkation arrangements in India were carried out most successfully. Not a single accident occurred throughout the embarkation of troops and followers, and although none of the horse, mule, or cattle transports at Bombay, were able to be moored near the shore, out of the very large number of animals shipped, including elephants, horses, ponies, mules, asses, and bullocks, only two horses and one bullock were reported as injured. At Calcutta, animals were generally shipped from the shore, and the arrangements were equally successful. All transports from India were sufficiently ventilated, and troops, animals, and followers generally made the passage in health, with hardly a casualty, and with the exception of the transports "Challenge" and "India," from Calcutta, without any epidemic making its appearance. Cholera broke out on board the "Challenge," conveying a detachment of the 10th Bengal Cavalry, and four men died between Calcutta and Madras, where the troops were disembarked; and as she was supposed to be overcrowded, some were transferred into another vessel; she stopped at Galle and Aden, but as no other cases occurred, was allowed to proceed to Annesley Bay. Fever and dysentry broke out in the transport "India," conveying a portion of the Bengal Cooly Corps, by which 45 coolies out of 270 died. Upon arrival at Annesley Bay a medical board was assembled, and the surviving coolies were placed in an isolated encampment until entirely free from the epidemic.

Cholera in Transport "Challenge."

Fever in Transport "India."

Passages granted to the families of officers.

Passages to England were granted to the families of officers proceeding from India on field service to Abyssinia, by the overland troop ships as far as accommodation could be spared from Bombay. As the overland troop ships were not, however, available for the families of officers proceeding from Calcutta, such families were allowed to accompany the officers to whom they belonged in the troop transports to Annesley Bay, as far as Aden. These arrangements were approved by the Secretary of State for India.

Embarkation arrangement for the 10th Company Royal Engineers, and officers proceeding from England.

The 10th Company Royal Engineers, with several medical, staff, and other officers, *en route* for Abyssinia, together with the two steel mountain batteries, were conveyed from England to Alexandria. Their transport through Egypt was arranged by the Deputy Quartermaster-General at Alexandria, and they were embarked at Suez in various vessels for Annesley Bay and Aden.

Steam launches.

Three steam launches were sent from England to assist in the disembarkation of troops and stores at Annesley Bay.

Arrival at Aden of hospital ships.

The three ships fitted up in England as hospital ships, which proceeded round the Cape, arrived at Aden on the 17th, 18th, and 22nd December, 1867, respectively.*

* *See* Chapter IV., page 78.

THE TROOPS embarked at Bombay, or Ports on the Western Coast of India, were distributed in transports in the following manner :—

Number or Letter.	Description.	Vessels' Names.	Tonnage.	Corps or Departments.	Europeans.			Natives.				Horses.	Ponies or Mules.	Bullocks.	Date of Departure.
					Commissioned Officers.	Warrant Officers.	Non-Commissioned Rank and File.	Commissioned Officers.	Non-Commissioned Rank and File.	Public Followers.	Private Followers.				
B. 1	Steam Transport ..	"Euphrates" ..	488	Staff and details	10	3	..	12	95	73	62	16	..	..	16th Sept. 1867.
P.	" " ..	"Coromandel" ..	..	" "	2	..	..	2	40	91	45	49	149	2	16th " "
B. 3	" " ..	"Arabia"	807	Mountain Train and 1st Company N. A.	4	..	1	3	92	82	15	4	47	2	7th Oct. "
B. 5	Sailing " ..	"Star of the North"	934	3rd Light Cavalry	3	..	..	4	98	68	25	101	..	6	7th " "
B. 6	" " ..	"Atmosphere" ..	1,378	" "	2	..	..	3	97	67	23	101	..	6	7th " "
B. 7	" " ..	"Queen of Australia"	1,378	" "	2	..	..	3	99	69	28	119	..	6	8th " "
B. 8	" " ..	"Hydree"	620	" "	2	..	..	3	97	68	23	101		6	7th " "
B. 10	Steam " ..	"Ottawa"	1,200	3rd and 4th Companies Sappers and Miners	2	..	12	4	228	38	22	2	..	..	8th " "
B. 12	" " ..	"India"	792	10th Regiment N. I. ..	5	..	..	8	363	19	24	6	..	4	7th " "
Q.	" " ..	"Dalhousie" ..	1,045	" " " ..	5	..	..	7	334	73	26	5	..	4	7th " "
B. 15	Sailing " ..	"Peckforton Castle"	1,088	27th " " ..	3	..	..	7	352	39	33	8	..	..	17th " "
B. 16	" " ..	"Indian Chief" ..	1,775	33rd "	9	1	343	..	..	42	35	..	..	..	31st " "
B. 17	" " ..	"Tanjore"	990	G. 14 Royal Artillery ..	..	..	20	..	..	120	11	50	..	..	30th " "
B. 18	Steam " ..	"Asia"	1,207	27th Regiment N. I. ..	4	..	..	8	292	40	31	..	..	..	17th " "
B. 19	Sailing " ..	"Yorick"	1,402	G 14 Royal Artillery ..	..	..	10	..	..	140	11	80	..	..	30th " "
B. 23	Steam " ..	"Madras"	1,135	33rd Regiment	6	1	172	..	..	195	25	..	..	..	31st " "
B. 24	" " ..	"Sultan"	1,124	G. 14 Royal Artillery ..	4	1	118	..	..	59	17	30	..	..	30th " "
B. 25	" " ..	"Salsette"	1,491	33rd Regiment	12	1	258	..	..	100	50	..	..	..	31st " "
51	Sailing " ..	"Star of India" ..	1,045	G and H Companies Madras Sappers and Miners and Medical Department	11	3	15	4	243	67	55	10	..	..	5th Nov. "
55	" " ..	"Arundel" ..	1,249	3rd Sind Horse	..	..	..	3	55	57	..	64	40	5	22nd " "
56	" " ..	"Zoroaster"	1,206	" "	2	..	..	2	55	57	7	82	50	5	22nd " "
57	" " ..	"Humber"	1,403	" "	..	..	..	3	55	57	3	70	44	4	22nd " "
58	" " ..	"Beaumaris Castle"	1,040	" "	3	..	..	2	55	50	12	..	44	4	22nd " "
60	" " ..	"Kingston"	1,208	" "	1	..	..	2	54	57	4	60	38	4	22nd " "
61	" " ..	"Mai Blume" ..	1,189	" "	..	..	..	3	55	57	4	68	44	4	24th " "
62	" " ..	"Louisa"	939	" "	..	..	..	3	55	57	..	60	34	4	22nd " "
63	Steam " ..	"John Bright" ..	1,022	Staff and K. Company Madras Sappers and Miners	7	2	4	2	113	42	28	15	..	..	26th " "
70	" " ..	"Berenice"	1,455	3rd Sind Horse	1	..	..	2	55	57	4	73	48	4	24th " "
72	" " ..	"Bombay Castle" ..	823	Sappers and Miners, Royal Artillery, and Ordnance Department	6	2	6	1	120	29	17	2	..	..	26th " "

Distribution return of troops embarked on the western coast of India.

THE TROOPS embarked at Bombay, or Ports on the West Coast of India, were distributed in transports in the following manner—(*continued.*

Number or Letter.	Description.	Vessels' Names.	Tonnage.	Corps or Departments.	Europeans.			Natives.				Horses.	Ponies or Mules.	Bullocks.	Date of Departure.
					Commissioned Officers.	Warrant Officers.	Non-Commissioned Rank and File.	Commissioned Officers.	Non-Commissioned Rank and File.	Public Followers.	Private Followers.				
59	Sailing Transport	"Sam Cearns" ..	1,422	Wing 25th Regiment N. L. I.	5	..	..	7	348	37	16	6	..	9	17th Dec. 1867.
68	Steam „ ..	"British Monarch"..	1,261	3rd Regiment N. I. Head-Quarters	6	..	..	7	345	59	45	7	..	..	15th „ „
69	„ „ .	"British Princess"..	1,231	3rd Regiment N. I. Head-Quarters	5	..	..	8	345	41	24	5	..	..	15th „ „
74	„ „ ..	"Decision"	1,203	3rd Dragoon Guards ..	5	..	55	..	..	111	22	79	..	..	13th Feb. 1868.
82	„ „ ..	"Irwell" .. .	1,508	„ „	3	..	73	..	..	76	12	86	..	..	12th „ „
97	„ „ ..	"Mofussilite" ..	1,008	25th Regiment N. L. I. Head-Quarters	5	..	..	8	348	58	25	9	..	..	17th Dec. 1867.
3	„ „ ..	"England"	2,607	3 21 Royal Artillery ..	6	..	84	..	..	122	19	8	..	..	15th „ „
				Head-Quarters 4th King's Own Regiment	18	3	377	..	..	222	48	14	..	..	
4	„ „ ..	"Queen"	2,391	5 21 Royal Artillery ..	6	..	73	..	..	105	20	8	..	..	17th „ „
				Wing 4th King's Own Regiment	12	2	353	..	..	217	21	11	..	..	
29	„ „ ..	"Albertine".. ..	1,522	3rd D agoon Guards ..	3	..	74	..	..	91	13	87	..	18	12th Feb. 1868.
99	„ „ ..	"Mabel"	1,259	Remounts for 3rd Light Cavalry and Followers ..	..	..	..	..	9	74	..	97	12	..	23rd Jan. „
12	„ „ ..	"American" ..	1,286	45th Regiment	27	3	723	..	..	96	203	7	..	30	16th „ „
103	Sailing „ ..	"Gavin Steel" ..	1,072	„ „											16th „ „
B. 49	„ „ ..	"Canova"	1,283	„ „											18th „ „
1	Steam „ ..	"City of Manchester"	1,906	2nd Regiment N. I. ..	7	..	..	8	342	56	26	8	..	4	18th „ „
101	Sailing „ ..	"Nimrod"	890	„ „ „	4	..	..	7	342	51	8	4	..	4	18th „ „
2	Steam „ ..	"City of Dublin" ..	1,548	18th „ „	10	..	..	15	670	90	34	10	..	..	19th „ „
100	Sailing „ ..	"Western Star" ..	891	„ „ „											19th „ „
4	Steam „ ..	"Queen"	2,900	26th Cameronians	31	3	834	..	..	227	58	22	..	20	13th February, from Vingorla.
3	„ „ ..	"England"	2,249	„ „											
..	„ „ ..	"Bengal"	2 176	5th Regiment N. L. I. ..	10	..	..	16	709	60	36	11	8	9	4th April, from Vingorla.
89	Sailing „ ..	"Agamemnon" ..	7,432	„ „ „ ..											
B. 18	Steam „ ..	"Asia"	1,207	8th „ „ ..	6	..	.	8	324	40	20	6	..	..	1st April, 1868.
147	Sailing „ ..	"Carona"	1,199	„ „ „ ..	4	..	..	7	352	17	8	4	..	..	1st „ „
					279	25	3,605	182	7,237	3 778	1,295	1,658	558	164	

Several other transports conveyed followers, mules, cattle, and stores, and two vessels took the 44 elephants shipped at Bombay. The embarkation of followers, mulesl and cattle was carried out by the Quartermaster-General's Department at Bombay til, the Departure of Sir Robert Napier, when the Bombay Government, by its Resolution No. 5301, dated the 23rd December, 1867, limited the responsibility of the Quarter-master-General's Department to the embarkation of troops and their belongings, and consequently no complete return of the animals shipped is on record.*

The troops embarked at Calcutta were distributed in transports in the following manner :— Distribution return of troops embarked Calcutta.

Vessels.	Troops. Regiments.	Troops. Numbers.	Followers.	Animals: Horses.	Animals: Mules.	Date of Embarkation.
Bengal (steamer) ..	21st Punjab Infantry	395	194	4	143	28th Dec. 1867
Alabama	,, ,,	203	102	2	88	28th ,, ,,
Catherine Apcar (stmr.) .	,, ,,	191	99	2	80	27th ,, ,,
Winchester	10th Bengal Cavalry	65	109	70	53	3rd Jan. 1868
Callirrhoe	,, ,,	82	97	84	51	28th Dec. 1867
Dallam Tower	,, ,,	99	116	100	62	31st ,, ,,
Ellen Stewart	,, ,,	80	88	81	47	31st ,, ,,
Challenge	,, ,,	90	89	91	56	31st ,, ,,
Waterwitch	,, ,,	56	88	56	53	3rd Jan. 1868
Continental	12th ,, ,,	89	94	90	52	4th ,, ,,
Legion of Honour ..	,, ,,	83	90	83	51	4th ,, ,,
Squando	,, ,,	83	95	84	56	6th ,, ,,
Underley..	,, ,,	85	101	87	64	7th ,, ,,
Nile	,, ,,	61	94	64	44	7th ,, ,,
St. Albans	,, ,,	80	98	81	56	8th ,, ,,
Middlesex	5 | 25 Royal Artillery	7	143	8	146	8th ,, ,,
T. A. 9 '66	,, ,,	6	91	5	145	9th ,, ,,
Golconda	,, ,,	143	192	12	1	9th ,, ,,
Howrah	23rd Punjab Infantry	156	88	3	87	10th Dec. 1867
Vernon	,, ,,	203	109	2	108	10th ,, ,,
Malabar	,, ,,	217	91	2	90	5th ,, ,,
Durham	,, ,,	194	117	3	105	5th ,, ,,
Himalaya (steamer) ..	Cooly Corps	2	393	1	5	3rd Jan. 1868
Oriental (steamer) ..	,, ...	3	301	3	1	5th Dec. 1867
Queen of India	,, ...	2	436	..	..	6th ,, ,,
India	,, ...	1	420	..	..	5th ,, ,,
	Total	2,676	3,930	1,018	1,644	

On the 21st of December Lieutenant-General Sir Robert Napier, with Major-Generol G. Malcolm and several of the officers of the Head-Quarter Staff of the force left Bombay for Annesley Bay in Her Majesty's ship "Octavia," and Major-General The Honourable A. H. Gordon, C.B., assumed the command of the Bombay Army.

Up to the date of the departure of Sir Robert Napier the following troops had left India for the coast of Abyssinia :— Strength of the forces embarked on the date of Sir R. Napier's departure from Bombay.

* The total number of animals landed from transports at Zula was 36,094.

Artillery.

	Total of all Ranks.	
G Field Battery, 14th Brigade	161	
No. 3 „ 21st „ with Mountain Train ..	84	
„ 5 „ „ „ „ „ ..	79	
„ 1 Company Native Artillery „ „ ..	100	
	——	424

Cavalry.

3rd Regiment Light Cavalry	414	
„ „ Sind Horse	500	
	——	914

Engineers.

Three Companies Bombay Sappers and Miners ..	480	
„ „ Madras „ „	397	
	——	877

British Infantry.

4th Regiment (King's Own)	813	
33rd „ (Duke of Wellington's Regiment) ..	781	
	——	1,594

Native Infantry.

3rd Regiment Bombay N.I.	720	
10th „ „ „	721	
25th „ „ „	723	
27th „ „ „	716	
23rd Pioneers (Bengal)	759	
	——	3,639
		7,448

In addition to the foregoing, 1,157 men of the Bengal Coolie Corps had sailed from Calcutta, and about 550 of an Army Works Corps, intended to be altogether of the strength of 1,000 men, and a Company of the Bombay Marine Battalion, had sailed from Bombay.

On the departure of Sir Robert Napier and the Head-Quarter Staff of the Force, the embarking arrangements at Bombay were entrusted to the superintendence of Captain J. Sexton, 95th Foot, Assistant Quartermaster-General. Captain R. Campbell, Assistant Quartermaster-General, superintended throughout, the embarkation arrangements at Kurrachee.

Statistical return of work performed by the Naval Transport Department.

The following Statement, framed by Captain G. Tryon, Principal Agent for Transports, illustrates the work performed by the Naval Transport Department during the campaign :—*

* Returns of the Force as it embarked at Zula on the conclusion of operations, will be found in Chapter XXI.

Total number of vessels employed, exclusive of ships of war, harbour tugs, lighters, condensing vessels, light ship, and factory ship	291	Number of vessels employed.
Number of arrivals in Annesley Bay	669	
Ditto at Aden, of ships that did not proceed to Annesley Bay ..	19	
	688	
Number of departures from Annesley Bay	669	

	Tons.	
Total tonnage taken up at Bombay, Kurrachee, Aden, &c.	219,299	Amount of tonnage taken up at each port.
„ „ „ at Calcutta	45,427	
„ „ „ in England	30,925	
„ „ „ at Suez..	6,972	
	302,623	
Tonnage of Bombay and Bengal Marine Ships, including "Semiramis," "Hydrabad" tugs, and steam tank vessels, but not including lighters	9,605	
	312,228	

	£	
Amount paid for hire of buglas at Bombay and Bushire, to convey animals and fodder, about	55,585	

	Tons.	
Coal supplied at Aden	62,647	Amount of coal supplied.
„ „ Annesley Bay	19,651	
	82,298	

	Gallons.	
Water supplied at Aden, by Peninsular and Oriental Company (from a Return furnished by M.r Davis, their agent	854,796	Amount of water supplies.

WATER SUPPLIED IN ANNESLEY BAY.

	Tons.	
Condensed by transports and condensing ships..	29,068	
Supplied by men-of-war.. .. .. about	10,850	
Supplied from sailing transports .. .. „		
Water sent from Suez and Bombay to Annesley Bay .. .. „		
	39,918	

	Tons.	
Coal expended for condensing water on board transports, and in the "Semiramis" and "Hydrabad" in Annesley Bay	8,020	Coal expended for condensing.

	Tons.
During the period of the greatest demand, coal was discharged from four coal ships at the rate of .. .. per day	191

Number of animals landed at Zula.

Total number of animals landed at Zula, from transports, &c.		36,094
viz.:—		
From Transports ..	Horses	2,538
	Elephants	44
	Mules and Ponies	17,673
	Camels	5,735
	Donkeys	1,759
	Bullocks	7,071
From Native Buglas	Mules	270
	Bullocks	1,004

When the re-embarkation commenced accommodation for the following number of animals was available, allowing 10 per cent. of spare stalls:—

Mules and Ponies	5,243
Draught Bullocks	1,073
Pack Bullocks	258
Horses, including Staff Horses	2,898

Number embarked at Zula.

The following is the number of animals embarked from Zula on the termination of the campaign:—

	For Suez.	For India.	Total.
Horses	19	2,122	2,141
Mules and ponies	..	4,126	4,126
Elephants	..	39	39
Bullocks	..	1,075	1,075
Camels	..	40	40
Totals	19	7,402	7,421

The number of men embarked from Annesley Bay previous to the news of the fall of Magdāla (18th April, 1868), was:—

	For Suez.	For India.	Total.
Officers	14	..	14
European troops	210	24	234
Civilians	29	2	31
Warrant officers	..	..	..
Native troops	26	418	444
Followers	1,729	2,416	4,145
Totals	2,008	2,860	4,868

The number of troops, &c., embarked at Zula, after the news of the fall of Magdāla (18th April, 1868), was :—

	For Suez.	For India.	Total.
Officers	186	369	555
European troops	1,572	2,258	3,830
Civilians	95	286	381
Warrant officers	..	..	..
Native troops	..	9,606	9,606
Followers	1,613	21,846	23,459
Totals	3,466	34,365	37,831

The total number of persons embarked at Annesley Bay, was as follows :—

For Suez	5,474
For India	37,225
Total	42,699

Number of persons embarked at Zula.

98,395 Tons of Shipping were sent to Suez for Stores and Animals.

33,636 Tons of Shipping were sent to Berbera, for Camels, Sheep, &c., but exclusive of the steamers which only towed vessels there and did not return to Annesley Bay.

The number of men on board vessels employed in the Naval Transport Service was	14,255
Large lighters (the best of which were of a capacity of 140 tons, decked and capable of carrying 60 Cavalry horses, with men and equipments, or 100 mules, and suited for landing elephants, locomotives, and heavy weights of all kinds)	9
Smaller lighters (of the same description, of 70 tons capacity)	3
Iron Screw Barges, fitted and used as water tanks	3
Steam tugs	4
Local boat; of a total tonnage of 2,156 tons	152

Number of lighters and barges.

Connected with these boats and forming their crews, were 1,250 men.

The boats were employed in bringing stone required for constructing piers, and an artificial island formed to carry boilers for condensing apparatus, &c. They also were used in landing stores, &c.

Total number of persons of all classes and professions (sent to Abyssinia for the purpose of the Expedition), including representatives of almost every Eastern nation and race, and of most European countries	62,220
Total number of Non-Commissioned Rank, and File, landed at Zula	13,088
Of these 4,038 were Europeans and 9,050 „ Natives.	
Total number of animals employed	55,000

The following Statement shows the number and tonnage of transports engaged for employment in the Expedition, with a full description of each steamer and ship, the terms on which engaged, and other particulars:—

ABSTRACT OF SHIPS EMPLOYED.

HIRED TRANSPORTS.

Where Engaged.	Steam.			Sailing.		
	Number.	Tonnage.	Amount of Hire per Month.	Number.	Tonnage.	Amount of Hire per Month.
			£			
England (including three Hospital Ships, and the Bosphorus, wrecked)	13	29,266	46,445	..	..	..
Mule Transports for Mediterranean ..	5	5,002	24,541	..	..	..
Bombay	30	30,296	67,042	180	182,126	202,203
Calcutta	19	18,308	49,542	24	28,697	44,590
Suez and Aden	8	6,851	14,400	1	840	588
Total	75	89,723	201,970	205	211,663	247,381

SUMMARY.

	Number.	Tonnage.	Amount of Hire per Month.
			£
Total Hired Ships	280	301,386	449,351
			Purchase Money.
			£
Purchased Ships	11	2,743	78,470
	291	304,139	

TRANSPORTS Engaged in England.

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
		Register Tonnage.	Tonnage.			Horse Power.	Screw or Paddle.		Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
			Register.	Engine Room.	Gross.								
										Tons.		£ s. d.	
1	City of Manchester ..	..	1,309	610	1,906	450	Screw	10	20	28	Iron	1 15 0	Six
2	City of Dublin	..	1,548	450	1,998	250	,,	10	21	32	,,	1 15 0	,,
3	England	..	2,607	700	3,307	350	,,	12	20	60	,,	1 15 0	,,
4	Queen	..	2,817	700	3,517	350	,,	11½	15	80	,,	1 17 6	,,
5	Peruvian	..	1,713	532	2,245	300	,,	10	18	28	,,	1 12 3	,,
6	Kangaroo	..	1,196	523	1,719	350	,,	10	20	33	,,	1 12 6	,,
7	Californian	..	1,286	545	1,831	200	,,	9½	30	25	,,	1 4 10	,,
8	West Indian	..	1,277	527	1,804	200	,,	10	30	25	,,	1 6 0	,,
12	American	..	1,286	545	1,831	200	,,	9½	30	25	,,	1 4 10	,,
13	Bosphorus..	..	1,680	450	2,130	280	,,	10½	16	45	,,	1 12 6	,,

TRANSPORTS Engaged in England.

9	Golden Fleece	..	2,091	677	2,768	300	Screw	10	30	30	Iron	1 10 0	Six
10	Mauritius	..	1,451	683	2,134	300	,,	10	18½	30	,,	1 10 0	,,
11	Queen of the South ..	..	1,433	657	2,090	300	,,	10	28	30	,,	1 10 0	,,

(For General Service.)

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
				Horses.		Provisions or Stores.				
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.		Where.	When.
1867.		No.	No.	No.	No.	Tons.	Tons.			1868.
4 Sept.	10*s.* per ton per mensem, if discharged abroad.	32	360	..	..	..	2,800	Sailed from Annesley Bay, 2nd May, for Aden, towing Castle Eden and Queen of India with 263 tons of rice.	Bombay ..	19 Aug.
8 „	10*s.* per ton, ditto.	12	250	..	..	..	2,000	21st March, 1868, sailed from Annesley Bay for Bombay, for fresh cargo, towing Maggie Lauder.	„ ..	13 July.
3 „	3 months' additional pay if discharged abroad.	50	900	..	..	..	3,000	13th May, 1868, in Annesley Bay. Arrived 30th March from Vingoria with troops and followers, and 200 tons.	Portsmouth.	10 Oct.
7 „	3 months' ditto.	57	800	..	..	..	3,640	13th May, 1868, in Annesley Bay. Arrived 31st March, from Vingoria, with troops and followers, and 1,100 tons of commissariat stores.	Bombay ..	22 July.
4 „	17*s.* 9*d.* per ton per mensem, if discharged abroad.	30	600	..	..	..	2,400	13th May, 1868, in Annesley Bay. Arrived 27th April, from Kurrachee, with 1,800 tons of commissariat stores.	„ ..	13 „
6 „	3 months' additional pay if discharged abroad(revised arrangement)	28	300	..	..	..	1,400	21st April, 1868, sailed from Annesley Bay with Mails for Bombay.	„ ..	29 „
3 „	10*s.*2*d.* per ton per mensem, if discharged abroad.	30	290	..	..	..	Hp. 1,000 Light 1,500	7th April, 1868, sailed from Annesley Bay for Bombay for cargo.	„ ..	7 „
3 „	10*s.* per ton, ditto.	27	230	..	..	..	1,550	13th May, 1868, in Annesley Bay. Arrived 16th April, from Suez, with camels and forage.	„ ..	9 „
9 „	10*s.* 2*d.* per ton, ditto.	29	290	..	..	..	1,550	28th March, 1868, sailed from Annesley Bay for Bombay for cargo, towing Philosopher.	„ ..	29 „
10 „	17*s.* 6*d.* per ton, ditto.	..	..	..	..	.. including coal in bunkers.	2,250	Lost in Algoa Bay, 20th October, 1867.	..	..

(As Hospital Ships.)

1867.										1867.
6 Sept.	1 month's additional pay if discharged abroad.	4 22	.. 284	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 19th April from Suez.	Portsmouth.	5 Sept.
6 „	1 month's ditto.	4 21	.. 211	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 23rd December with the City of Agra in tow, having on board 55 men of the Army Hospital Corps and 230 tons of stores and medical comforts.	„ ..	17 Oct.
6 „	1 month's ditto.	4 12	..	.. 200	..	..	..	13th May, 1868, in Annesley Bay. Arrived 26th December, having on board 31 men of the Army Hospital Corps, and 586 tons of medical stores, carts, and a steam launch.	„ ..	31 „

TRANSPORTS Engaged in England.

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
		Register Tonnage.	Tonnage.			Horse Power.	Screw or Paddle.		Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged
			Register.	Engine Room.	Gross.								
										Tons.		£ s. d.	
14	Empress	..	618	162	780	200	Screw	11	20	17	Iron	1 10 0	Three
15	Parana	..	1,025	295	1,320	180	,,	9	18	15	,,	1 5 0	,,
16	Coumoundouros	..	764	205	969	150	,,	10	12	20	,,	1 4 9	,,
17	Bolivar	..	962	217	1,179	160	,,	9	$10\frac{1}{2}$	20	,,	1 10 0	,,
18	Venetia	..	518	241	754	150	,,	$9\frac{1}{2}$	17	16	,,	1 14 6	,,

TRANSPORTS Engaged

B. 0	Great Victoria	..	1,807	591	2,398	150	Screw.	7	40	22	Iron.	1 8 0 per month of 30 days.	Six
B. 1	Euphrates	..	487	$163\frac{48}{100}$	$650\frac{42}{100}$	120	,,	$9\frac{1}{2}$	14	18	,,	2 15 0	,,
B. 2	Indore	..	679	342	1,021	250	,,	10	15	28	,,	1,800*l.* per month.	,,
B. 3	Arabia	..	807	227	1,034	200	,,	9	10	24	,,	2 8 0	,,
B. 4	Sir Bartle Frere	..	383	153	336	146	,,	8	7	20	,,	2 2 0	,,
B. 5	Star of the North	$935\frac{3}{100}$	..	..	..	..	..	..	..	..	Wood	0 19 0	,,
B. 6	Atmosphere	1,378	..	..	..	..	..	..	..	..	,,	0 18 0	,,
B. 7	Queen of Australia ..	1,238	..	..	..	..	..	..	..	..	,,	1 1 0	,,
B. 8	Hyderee	620	..	..	..	..	..	..	..	..	,,	0 18 6	,,
B. 9	Norna	..	613	356	969	230	Screw	10	11	25	Iron	2 4 0	,,

(As Mule Ships.)

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	Horses. In addition to the Troops.	Horses. As a Horse Ship.	Provisions on Stores. In addition to Troops or Horses.	Provisions on Stores. As a Store Ship.		Where.	When.
1868. 12 Sept.	.. ..	..	..	..	..	..	..	.. ..	Alexandria	1867. 9 Dec.
10 „	.. ..	..	..	..	..	..	..	.. ..	„	10 „ 1868.
16 „	.. ..	..	..	..	..	..	..	.. ..	England ..	16 Jan. 1867.
10 „	.. ..	..	..	..	..	..	..	.. ..	„ ..	24 Dec. 1868.
9 „	.. ..	..	..	..	..	..	..	.. ..	„ ..	4 Jan.

at Bombay.

1867. 6 Sept.	None	12	432 Europeans, or 529 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 16th April from Suez with mules, &c., and 1,000 tons of stores.	Bombay ..	1868. 29 July.
1 „	„	10	234 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 3rd March from Suez with mails, having also on board 1 officer, 4 horses, and 750 tons of water pipes, barley, &c.	„ ..	22 Aug.
11 „	„	6	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Suez 27th March, having on board horses, mules, &c.	„ ..	17 July.
18 „	„	10	168 Europeans, or 195 Natives.	16	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 8th March from Aden, having on board 31 camp followers and 147 mules.	„ ..	18 Aug.
18 „	„	4	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Aden 27th April, with mules and followers.	„ ..	22 July.
19 „	„	8	308 Europeans, or 195 Natives.	..	110	..	..	13th May, 1868, in Annesley Bay. Arrived on 24th January from Suez, having on board 64 camp followers, 29 shoeing smiths, 61 horses, 144 mules, and 95 tons of straw and pack saddles.	„ ..	11 Aug.
19 „	„	3	351 Europeans, 400 Natives.	..	110	..	..	13th May, 1868, in Annesley Bay. Arrived from Suez 27th March, with followers, camels, donkeys, and stores.	„ ..	14 „
19 „	„	5	316 Europeans, 378 Natives.	..	128	..	..	13th May, 1868, in Annesley Bay. Arrived on 27th January from Suez, having on board 26 muleteers, 226 mules, and 81 tons of hay, straw, and warm clothing.	„ ..	30 July.
19 „	„	2	245 Europeans, 388 Natives.	110	..	..	..	26th February, 1868, sailed from Annesley Bay for Bombay for cargo.	„ ..	25 April.
23 „	.. .. ..	14	100 Europeans, 116 Natives.	..	..	..	..	19th April, 1868, sailed from Annesley Bay with despatches from Bombay.	„ ..	11 July.

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
			Tonnage.			Horse Power.	Screw or Paddle.						
		Register Tonnage.	Register.	Engine Room.	Gross.				Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates. per Ton per Month, if discharged at Home.	Number of Months for which engaged.
										Tons.		£ s. d.	
B. 10	Ottawa	..	814	460	1,274	200	Screw	9½	10½	38	Iron	2 4 0	Six
B. 11	Peerless	1,005	..	..	..	..	..	..	..	..	Wood	1 0 0	Four
B. 12	India	..	792	218	1,010	200	Screw	11	9	21	Iron	2 15 0	Six
B. 13	Mandalay	745	..	..	..	..	..	..	..	..	Wood	625 0 0 per month	Five
B. 14	Satara	..	841	389	1,230	250	Screw	10	10	28	Iron	2 8 0	Six
B. 15	Peckforton Castle	1,088 $\frac{47}{100}$	..	..	..	..	..	..	..	..	Wood	0 16 0	„
B. 16	Indian Chief	1,788	..	..	..	..	..	..	..	..	„	0 17 6	„
B. 17	Tanjore	989 $\frac{29}{100}$	..	..	..	..	..	..	..	..	„	0 16 0	„
B. 18	Asia	..	1,208	370	1,579	350	Screw	10	9	30	Iron	2 8 0	„
B. 19	Yorick	1,402	..	..	..	..	..	..	..	..	Wood	0 15 0	„
B. 20	Vanda	1,141	..	..	..	..	..	..	..	..	„	0 15 0	„
B. 21	Kooria Mooria	1,112	..	..	..	..	..	..	..	..	„	0 15 0	„
B. 22	Burmah	1,175	..	..	..	..	..	..	..	..	„	0 19 0	Four
B. 23	Madras	..	606	579	1,185	275	Screw	11	13	31	Iron	2 4 0	Six

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	Horses.		Provisions or Stores.			Where.	When.
				In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.			
1867		No.	No.	No.	No	Tons.	Tons.			1868.
24 Sept.	None	14	163 Europeans, 190 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Bombay 4th May, with 95 followers and 180 tons of grain.	Bombay ..	13 May.
7 Dec.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 15th January from Bombay, having on board 1,320 tons of coal, 2 travelling cranes, and 2 pontoons.	„ ..	1 Sept.
25 Sept.	„ ..	10	184 Europeans, 216 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 28th January from Bombay, having on board 59 troops, 379 followers, 4 horses, and 220 tons of commissariat stores, &c.	„ ..	22 Aug.
25 „	„	5	230 Europeans, 268 Natives.	..	96	..	..	13th May, 1868, in Annesley Bay. Arrived from Suez 2nd April, with camels, drivers, water, and coals.	Kurrachee..	11 July.
27 „	„	12	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 18th April from Bombay, with 500 tons of commissariat stores.	Bombay ..	17 Aug.
4 Oct.	„	4	380 Europeans, 443 Natives.	..	120	..	..	12th March, 1868, sailed from Annesley Bay for Bombay for cargo, in tow of H.M.S. Nymphe.	„ ..	2 May.
4 „	„	8	471 Europeans, 550 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Fitted out as a depôt ship.	„ ..	7 Sept.
4 „	„	2	311 Europeans, 370 Natives.	..	125	..	..	8th March, 1868, sailed from Annesley Bay for Bombay for a cargo of mules, &c., in tow of the Mauritius.	„ ..	25 April.
18 „	„	8	343 Europeans, 394 Natives.	..	..	..	..	14th January, 1868, sailed from Annesley Bay, with the Oriflamme in tow, for a cargo of camels.	„ ..	17 Aug.
11 „	„	4	415 Europeans. 482 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Berbera, 17th March, with camels and sheep.	„ ..	21 „
11 „	„	3	287 Europeans, 338 Natives.	..	119	..	..	9th May, 1868, sailed from Annesley Bay for Bombay for disposal, with 350 tons of stores.	„ ..	31 „
11 „	„	6	296 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 15th April from Hodeida with camels	„ ..	18 „
13 Dec.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 15th January from Bombay, having on board 1,500 tons of railway iron, engineer's stores, and one locomotive.	„ ..	17 „
14 Oct.	„	10	144 Europeans, 167 Native followers.	..	..	..	..	6th January, 1868, sailed from Annesley Bay, having the Maggie Lauder in tow, for Berbera for camels, and is to proceed thence to Bombay.	„ ..	5 Sept.

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Allegel Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
			Tonnage.			Horse Power.	Screw or Paddle.						
		Register Tonnage.	Register.	Engine Room.	Gross.				Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
										Tons,		£ s. d.	
B. 24	Sultan	..	808	316	1,124	200	Screw	8	15	25	Iron	2 4 0	Six
B. 25	Salsette	..	..	..	1,491	400	„	11	9	..	„	2 4 0	„
B. 26	Zulette	768	..	..	..	..	..	..	..	..	Wood	0 18 0	„
B. 27	Altcar	1,283	..	..	..	..	..	..	..	..	„	1 2 0	„
B. 28	Pride of the Ganges ..	641	..	..	..	..	..	..	..	..	„	1 0 0	„
B. 29	Albertine	1,522	..	..	..	..	..	..	..	..	„	1 0 0	„
B. 30	Flying Venus	1,393	..	..	..	..	..	..	..	..	Iron	1 2 0	„
B. 31	Thales	..	876	277 $\frac{78}{100}$	1153 $\frac{78}{100}$	200	Screw	..	9	28	„	2 12 0	„
B. 32	Defiance	954	..	..	..	..	..	..	..	..	„	1 0 0	Four
B. 33	Castle Eden	930	..	..	..	..	..	..	..	..	Wood	1 0 0	Six
B. 34	Adriana	1,305	..	..	..	..	..	..	..	..	„	0 19 0	Four
B. 35	North Wind	783	..	..	..	..	..	..	..	..	„	0 18 0	„
B. 36	Elizabeth Henderson ..	297	..	..	..	..	..	..	..	..	„	1 2 0	Six

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
				Horses.		Provisions or Stores.				
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.		Where.	When.
1867.										1868.
16 Oct. ..	None	5	..	..	..	.	..	13th March, 1868, in Annesley Bay. Arrived, 27th April, from Bombay, with 300 tons of commissariat stores, and followers.	Bombay ..	11 Aug.
22 „ ..	„	12	285 Europeans, 338 Natives.	..	..	..	..	29th December, 1867, sailed from Annesley Bay with mails for Aden and Bombay, and is to tow the Yorick from Adjuce to Aden.	„ ..	28 March.
6 „ ..	„	4	..	..	..	..	..	Sailed 26th April, 1868, from Annesley Bay for Bombay, for disposal, with 272 tons of forage on board.	„ ..	28 Aug.
24 Nov. ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived, on 10th March, from Kurrachee, having on board 136 camp followers, 227 mules, and 120 tons of commissariat stores.	„ ..	28 July.
20 „ ..	„	..	..	..	..	..	..	3rd May, 1868, sailed from Annesley Bay for Bombay, for disposal. with 251 tons of forage.	„ ..	22 Aug.
25 „ ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 4th March from Bombay, having on board 3 officers, 74 troops, 110 camp followers, 87 horses, 18 bullocks, and 100 tons of commissariat stores.	„ ..	31 July.
27 „ ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived, on 10th January, from Bombay, having on board 1,000 tons, consisting of a locomotive engine and railway gear.	„ ..	19 Aug.
25 „ ..	„	..	...	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived, on 29th February, with mails from Bombay, having also on board 18 European Mechanics, 108 camp followers, and 750 tons of naval and commissariat stores.	„ ..	3 „
28 „ ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived, on 19th January, from Bombay and Kurrachee, having on board 251 camp followers, 24 horses, 196 mules, and 47 tons of commissariat stores.	„ ..	28 July.
27 „ ..	„	..	..	..	..	..	..	2nd May, 1868, sailed from Annesley Bay for Bombay, for disposal, with 300 followers, 163 tons of stores, towed by City of Manchester to Cape Rasfurlok.	„ ..	25 „
30 „ ..	„	..	..	..	..	..	..	23rd April, 1868, sailed from Annesley Bay for Bombay, in ballast, for disposal.	„ ..	15 June.
3 Dec. ..	„	..	..	..	..	..	..	3rd May, 1868, sailed from Annesley Bay for Bombay, for disposal, with 182 tons of hay.	„ ..	9 July.
25 Nov. ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 9th January from Bombay, having on board 125 tons of powder and ammunition.	„ ..	22 „

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.						Coal.		If built of Iron or Wood.	Terms of	
			Tonnage.			Horse Power.	Screw or Paddle.	Alleged Speed in Knots.					
		Register Tonnage.	Register.	Engine Room.	Gross.				Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
												£ s. d.	
B. 37	Hahnemann	1,328	..	..	..	.	..	..	..	..	Wood	1 0 0	Four
B. 38	David Malcolmson ..	1,216	..	..	..	..	..	..	..	..	„	1 0 0	„
B. 39	Bruce	1,110	..	..	..	..	..	..	..	..	„	1 0 0	„
B. 40	Calcutta	1,372	..	..	..	..	..	..	..	..	„	1 0 0	„
B. 41	C. N.	965	..	..	..	..	..	..	..	..	„	0 17 0	„
B. 42	Hippogriffe	728	..	..	..	..	..	..	..	..	„	0 17 0	„
B. 43	Nicholas Curwin	549	..	..	..	..	..	..	..	..	„	0 18 0	„
B. 44	Rowena	1,174	..	..	..	..	..	..	..	..	„	1 0 0	„
B. 45	Oliver Cromwell	1,112	..	..	..	..	..	..	..	..	„	0 19 0	„
B. 46	Shah Jehan	698	..	..	..	..	..	..	..	..	„	0 18 0	„
B. 47	Clytie	1,078	..	..	..	..	..	..	..	..	„	1 2 0	„
B. 48	Spray of the Ocean ..	805	..	..	..	..	..	..	..	..	„	1 0 0	Six
B. 49	Canova	1,283	..	..	..	..	..	..	..	..	„	1 0 0	Four
B. 50	Lord Palmerston	1,057	..	..	..	..	..	..	..	..	„	0 17 0	Six

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	Horses.		Provisions or Stores.			Where.	When.
				In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.			
1867.										1868.
7 Dec...	None.. ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 15th March, from Berbera, with camels, bullocks, and sheep.	Bombay ..	18 July.
30 Nov...	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived, on 8th January, from Bombay, having on board 3 officers, 3 horses, and 1,666 tons of coal.	„ ..	15 Aug.
4 Dec...	„	..	..	..	..	..	..	13th May, 1866, in Annesley Bay. Arrived on 10th January, from Bombay, having on board 1 officer, 88 camp followers, 2 horses, 1,431 tons of coal, and 6 tons of commissariat stores.	„ ..	15 July.
4 „ ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 19th February, from Bombay, having on board 128 coolies, 554 tons of coal, 30 tons of engineers' stores, and 50 tons of commissariat stores.	„ ..	25 Aug.
5 „ ..	„	..	..	..	..	..	..	23rd April, 1868, sailed from Annesley Bay for Bombay, in ballast, for disposal.	„ ..	27 May.
11 „ ..	„	..	..	..	..	..	..	25th April, 1868, sailed from Annesley Bay for Bombay, for disposal, with stores on board.	„ ..	6 Aug.
7 „ ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 23rd January, from Bombay, having on board 600 tons of hay, rice, grain, and commissariat stores.	„ ..	7 „
12 „ ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 19th January, from Bombay, having on board 140 women, 136 camp followers, 146 bullocks, and 100 tons of commissariat stores.	„ ..	7 „
7 „ ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 23rd January, from Bombay, having on board 1,200 tons of grain and commissariat stores.	„ ..	29 „
12 „ ..	„	..	..	..	..	..	..	23rd April, 1868, sailed from Annesley Bay for Bombay, in ballast, for disposal.	„ ..	29 May.
9 „ ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 9th January, from Bombay, having on board 114 camp followers, 35 horses, 66 mules, and 150 tons commissariat stores.	„ ..	31 July.
5 „ ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 12th January, from Kurrachee, having on board 24 mechanics, and 2 locomotives, rails and sleepers (about 600 tons).	„ ..	20 „
17 „ ..	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Aden, 25th March, with 150 tons of stores.	„ ..	28 „
1 Nov...	„	3	360 Europeans, 436 Natives.	..	..	..	..	24th December, 1867, sailed from Annesley Bay, in tow of the Sultan, for Bombay, for a fresh cargo of coolies, &c.	„ ..	10 „

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
		Register Tonnage.	Tonnage.			Horse Power.	Screw or Paddle.		Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
			Register.	Engine Room.	Gross.							£ s. d.	
51	Star of India	1,045	..	..	..	..	..	..	..	..	Wood	0 18 0	Six
52	Oriflamme	1,369	..	..	..	..	..	..	..	..	Iron	1 1 0	„
53	Europa	1,254	..	..	..	..	..	..	..	..	Wood	0 17 6	„
54	Maggie Lauder	997	..	..	..	..	..	..	..	..	„	0 17 0	„
55	Arundel	1,249	..	..	..	..	..	..	..	..	„	0 19 0	„
56	Zoroaster	1,207	..	..	..	..	..	..	..	..	Iron	1 0 0	„
57	Humber	1,403	..	..	..	..	..	..	..	..	Wood	0 17 0	„
58	Beaumaris Castle.. ..	1,040	..	..	..	..	..	..	..	..	Iron	1 0 0	„
59	Sam Cearns ..	1,422	..	..	..	..	..	..	..	..	„	0 19 0	„
60	Kingston	1,208	..	..	..	..	..	..	..	..	„	0 18 0	„
61	Mai-Blume	1,189	..	..	..	..	..	..	..	..	Wood	1 0 0	„

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
				Horses.		Provisions or Stores.				
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.		Where.	When.
1867.		No.	No.	No.	No.	Tons.				1868.
21 Oct.	None	11	414 Europeans, 482 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 8th January from Bombay, having on board 410 troops, 17 horses, and 202 tons stores and treasure.	Bombay ..	20 July.
1 Nov.	„	5	489 Europeans, 570 Natives.	..	..	..	..	27th February, 1868, sailed from Annesley Bay for Bombay for cargo.	„ ..	25 March.
1 „	„	3	374 Europeans, 453 Natives.	..	..	..	..	2nd May, 1868, sailed from Annesley Bay for Bombay, for disposal, with 363 followers, and 50 tons commissariat stores.	„ ..	11 June.
1 „	„	3	348 Europeans, 404 Natives.	..	..	..	..	21st March, 1868, sailed from Annesley Bay for Bombay, towed by the City of Dublin.	„ ..	25 April.
1 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 10th January from Kurrachee, having on board 60 troops, 39 camp followers, 59 horses, 9 ponies, 1 donkey, 2 bullocks, and 500 tons of hay and grain.	„ ..	22 Aug.
1 „	„	..	..	..	..	..	..	13th May, 1868, 1868, in Annesley Bay. Arrived on 6th January in Annesley Bay from Kurrachee, having on board 75 troops, 75 camp followers, 79 horses, 52 ponies, 2 asses, 7 bullocks, and 113 tons of grain and commissariat stores.	„ ..	29 July.
1 „	„	7	424 Europeans, 496 Natives.	..	120	..	..	13th May, 1868, in Annesley Bay. Arrived on 11th January from Kurrachee, having on board 62 troops, 46 camp followers, 6 horses, 46 ponies, 2 asses, 4 bullocks, and 350 tons of commissariat stores.	„ ..	19 Aug.
3 „	„	7	304 Europeans, 362 Natives.	..	100	..	..	13th May, 1868, in Annesley Bay. Arrived on 11th January from Kurrachee, having on board 54 troops, 108 camp followers, 59 horses, 49 ponies, 7 bullocks, and 91 tons of commissariat stores.	„ ..	13 „
3 „	„	11	361 Europeans, 420 Natives.	..	58 Ponies.	..	..	13th May, 1868, sailed from Annesley Bay, for Bombay, with 5 officers, 366 men (Native Infantry), 138 followers, 10 horses; towed by Bombay Castle to Aden.	„ ...	3 July.
1 „	„	..	..	..	..	..	..	30th April, 1868, in Annesley Bay. Arrived on 9th January from Kurrachee, having on board 46 troops, 31 camp followers, 45 horses, 22 ponies, 5 bullocks, 1 donkey, and 83 tons commissariat stores, and firewood.	„ ..	20 „
3 „	„	3	250 Europeans, 411 Natives.	..	56 or 80 Ponies.	..	..	13th May, 1868, in Annesley Bay. Arrived on 11th January, from Kurrachee, having on board 64 troops, 38 camp followers, 65 horses, 37 ponies, 3 bullocks, and 500 tons of commissariat stores.	Burnt in Bombay Harbour.	5 Aug.

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Allegged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
		Register Tonnage.	Tonnage.			Horse Power.	Screw or Paddle.		Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
			Register.	Engine Room.	Gross.					Tons.		£ s. d.	
62	Louisa	939	..	..	..	..	..	..	..	..	Wood	0 18 0	Six
63	John Bright	..	677	345 63/100	1022 63/100	250	Screw	9½	13	26	Iron	2 12 0	„
64	Zenobia	1,160 84/100	..	..	..	..	..	..	..	..	Wood	0 19 0	„
65	Empire of Peace	1,540	..	..	..	..	..	..	..	..	„	0 18 0	„
66	Balkamah	1,377	..	..	..	..	..	..	..	..	Iron	0 19 0	„
67	Howden	1,218	..	..	..	..	..	..	..	..	„	0 18 0	„
68	British Monarch	1,261 75/100	..	..	..	..	..	..	..	..	„	1 0 0	„
69	British Princess	1,231	..	..	..	..	..	..	..	..	„	1 0 0	„
70	Berenice	1,455	..	..	..	..	..	..	..	..	Wood	1 2 0	„
71	City of Dunedin	1,085	..	..	..	..	..	..	..	..	„	1 1 0	„
72	Bombay Castle	..	559	264¼	823¼	150	Screw	7½	14	24	Iron	1,800*l.* per month	„
73	Dreadnought	1,497	..	..	..	..	..	..	..	..	Wood	0 17 6	„

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers	Non-Commissioned Officers and Men.	Horses.		Provisions or Stores.			Where.	When.
				In addition to the Troop.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.			
1867. 2 Nov.	None	No. ..	No. 208 Europeans, 245 Natives.	..	No. 66 and 40 Ponies.	..	..	13th May, 1868, in Annesley Bay. Arrived on 30th December from Kurrachee, in tow of the Madras, having on board 45 troops, 34 camp followers, 45 horses, 31 ponies, 4 bullocks, and 600 tons of commissariat stores.	Bombay ..	1868. 6 July.
1 „	„	5	143 Europeans, 169 Natives	..	..	..	..	12th May, 1860, sailed from Annesley Bay for Aden, with mails and 102 Transport Train.	„ ..	10 „
2 „	„	..	420 Europeans, 490 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 6th March from Bombay, having on board 630 mule drivers, and 283 tons of grain and hay.	„ ..	27 Aug.
3 „	„	3	413 Europeans, 480 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 3rd January from Bombay, having on board 87 troops 271 camp followers, 330 bullocks, and 150 tons of hay and water.	„ ..	1 „
5 „	„	5	373 Europeans, 44 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 25th January from Bombay, having on board 268 camp followers, 35 ponies, 235 mules, and 146 tons of commissariat stores.	„ ..	3 „
6 „	„	6	450 Europeans, 527 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 22nd December from Bombay, having on board 91 camp followers, 125 bullocks, and 70 tons of commissariat stores.	„ ..	5 Sept.
6 „	„	13	389 Europeans, 454 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 30th December from Bombay, in tow of the England, having on board 350 troops, 76 camp followers. 7 horses, and 320 tons of commissariat and railway stores.	„ ..	27 Aug.
6 „	„	9	362 Europeans, 420 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 30th December from Bombay, in tow of the England, having on board 269 troops, 29 camp followers, 7 horses, and 200 tons of commissariat stores and field magazine and gears.	„ ..	3 July.
6 „	„	3	490 Europeans, 571 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 9th January from Kurrachee, having on board 62 troops, 52 camp followers, 63 horses, 47 ponies, 4 bullocks, and 104 tons of hay.	„ ..	24 Aug.
6 „	„	8	367 Europeans, 426 Natives.	..	..	..	..	2nd March, 1868, sailed from Annesley Bay, in tow of the American, for Berbera, for a cargo of camels.	„ ..	25 April.
7 „	„	8	152 Europeans, 171 Natives.	..	..	..	..	13th May, 1868, sailed from Annesley Bay for Aden, with 86 tons of flour, and towing Sam Cearns.	„ ..	5 Aug.
8 „	„	2	433 Europeans, 503 Natives.	..	144	..	..	13th May, 1868, in Annesley Bay. Arrived on 10th March from Kurrachee, having on board 170 camp followers, 62 horses, 159 mules, and 170 tons of hay, grain, and stores for H.M.S. Satellite.	..	8

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
		Register Tonnage.	Tonnage.			Horse Power.	Screw or Paddle.		Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
			Register.	Engine Room.	Gross.								
74	Decision	1,203	..	..	..	..	..	..	..	Tons. ..	Wood	£ s. d. 0 19 0	Six
75	Tilly	..	290	$166\frac{47}{100}$	$456\frac{14}{100}$	100	Screw	10	8	20	Iron	2 2 0	„
76	Lord Clyde	..	275	$99\frac{79}{100}$	$374\frac{79}{100}$	100	„	8	10	15	„	2 2 0	„
77	General Havelock.. ..	..	213	$67\frac{58}{100}$	$280\frac{62}{100}$	60	„	8	$7\frac{1}{2}$	11	„	2 2 0	„
78	Sophia Joachim	1,000	..	..	..	..	..	..	..	..	„	1 2 0	„
79	Royal Saxon	1,109	..	..	..	..	..	..	..	..	Wood	0 19 0	„
80	Bucentaur	1,067	..	..	..	..	..	..	..	..	Iron	1 2 0	„
81	Philosopher	1,059	..	..	..	..	..	..	..	..	„	1 2 0	„
82	Irwell	1,508	..	..	..	..	..	..	..	..	Wood	1 2 0	„
83	Compta	1,009	..	..	..	..	..	..	..	..	Iron	1 2 0	„
84	Percy Douglas	781	..	..	..	..	..	..	..	..	Wood	0 18 0	„
85	Scotland	1,170	..	..	..	..	..	..	..	..	„	1 0 0	„
86	Mayaram Dayaram ..	694	..	..	..	..	..	..	..	.	„	0 15 0	„
87	Octavia	950	..	..	..	..	..	..	..	..	„	0 18 0	„
88	Friga	1,134	..	..	..	..	..	..	..	..	Iron	1 2 0	„
89	Agamemnon	1,431	..	..	..	..	..	..	..	..	„	1 2 0	„

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
				Horses.		Provisions or Stores.				
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.		Where.	When.
1867.		No.	No.	No.	No.					1868.
8 Nov.	None.	5	392 Europeans, 460 Natives.	..	114	..	..	13th May, 1868, in Annesley Bay. Arrived on 4th March from Bombay, having on board 5 officers, 55 troops, 131 camp followers, 74 horses, and 170 tons of commissariat stores.	Bombay.	11 July.
11 „	„	1	130 Europeans, 165 Natives.	..	..	..	..	30th January, 1868, sailed from Annesley Bay with mails for Jibbel Teer.	„	4 Aug.
11 „	„	..	..	..	..	..	..	6th May, 1868, sailed from Annesley Bay for Bombay for disposal, with 174 followers, towing the Morning Star to Adjuce.	„	10 June.
11 „	„	2	..	..	..	..	..	31st March, 1868, sailed from Annesley Bay for Aden and Bombay with mails.	„	8 July.
9 „	„	2	366 Europeans, 410 Natives.	210 or 280 followers.		..	..	13th May, 1868, in Annesley Bay. Arrived on 28th January from Kurrachee, having on board 198 muleteers, 198 mules.	„	13 Aug.
13 „	„	4	300 Europeans, 346 Natives.	..	..	..	..	21st February, 1868, sailed from Annesley Bay for Bombay for cargo, towed by Golconda.	„	17 „
13 „	„	3	339 Europeans, 396 Natives.	..	..	..	..	6th February, 1868, left Annesley Bay for Aden, in tow of Kangaroo, and is to proceed thence to Bombay under sail.	„	12 April.
13 „	„	5	332 Europeans, 388 Natives.	..	..	..	..	28th March, 1868, sailed from Annesley Bay for Bombay for cargo, towed by American.	„	3 May.
8 „	„	4	403 Europeans, 468 Natives.	..	126	..	..	13th May, 1868, in Annesley Bay. Arrived on 4th March from Bombay, having on board 73 troops, 91 camp followers, 85 horses, and 200 tons of commissariat stores.	„	11 July.
13 „	„	4	405 Europeans, 471 Natives.	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Suez 15th March, with followers and camels.	„	9 „
14 „	„	4	..	..	..	..	..	18th April, 1868, sailed from Annesley Bay for Bombay in ballast, for disposal.	„	20 May.
13 „	„	..	..	..	..	..	..	17th March 1868, sailed from Annesley Bay for Suez, with mails, in tow of the West Indian.	„	19 Aug.
13 „	„	3	..	..	..	..	..	27th March, 1868, sailed from Annesley Bay for Bombay.	„	28 May.
20 „	„	..	..	..	..	..	..	26th February, 1868, sailed from Annesley Bay for Bombay for cargo, towed by Arabia.	„	4 Sept.
15 „	„	..	343 Europeans, 330 Natives.	..	104	..	..	9th May, 1868, sailed from Annesley Bay for disposal, with 233 followers, and 70 tons stores.	„	31 July.
16 „	„	10	515 Europeans, 600 Natives.	..	..	..	..	6th December, 1867, arrived from Kurrachee with a part of the 35th Regiment.	„	2 June.

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
			Tonnage.			Horse Power.	Screw or Paddle.						
		Register Tonnage.	Register.	Engine Room.	Gross.				Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
										Tons.	Tons.	£ s. d.	
90	Futta Sulton	310	..	..	..	..	..	..	..	..	Iron.	0 16 0	Six.
91	Sunda	..	1,217	465	1,682	300	Screw.	9½	10½	32	„	2 4 0	„
92	City of Agra	1,073	..	..	..	..	..	..	..	..	„	1 2 0	„
93	Sir Hugh Rose	971	..	..	..	..	..	..	..	..	Wood.	0 16 6	Six
94	Fort George	732	..	..	..	..	..	..	..	..	Iron.	1 2 0	„
95	Victoria Cross	1,262	..	..	..	..	..	..	..	..	„	1 2 0	„
96	Mary Fry	986	..	..	..	..	..	..	..	..	Wood.	0 18 0	Four
97	Moffusilite	1,088 188/100	..	..	..	..	..	..	..	..	..	1 2 0	Six
98	Sydney Dacres	1,379	..	..	..	..	..	..	..	..	Wood.	0 18 0	„
99	Mabel	1,259	..	..	..	..	..	..	..	..	Iron.	1 2 0	„
100	Western Star	891	..	..	..	..	..	..	..	..	Wood.	0 18 0	Four
B.101	Nimrod	890	..	..	..	..	..	..	..	..	„	0 19 0	„
B.102	Indomitable	1,041	..	..	..	..	..	..	..	..	„	..	„
B.103	Gavin Steel	1,072	..	..	..	..	..	..	..	..	Iron.	1 2 0	„
B.104	Nelson	1,248	..	..	..	..	..	..	..	..	..	1 0 0	„

at Bombay.—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	Horse.		Provisions or Stores.			Where.	When.
				In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.			
1867										1868.
16 Nov.	None.. ..	..	..	..	..	..	..	26th April, 1868, sailed from Annesley Bay for Bombay for disposal, with 65 tons of hay.	Bombay ..	24 July.
16 „	„	..	..	..	..	..	..	12th May, 1868, sailed from Annesley Bay for Aden, towing Avabhoy and Camperdown.	„ ..	25 „
9 Nov.	„	..	..	..	..	..	..	13th May, 1868, at Annesley Bay. Arrived on 23rd December from Bombay, having on board 250 troops and followers, and 450 tons of ordnance stores.	„ ..	26 Aug.
18 „	„	..	..	..	..	..	..	23rd April, 1868, sailed from Annesley Bay for Bombay, with 212 tons of stores for disposal.	„ ..	1 July.
18 „	„	..	..	..	..	..	..	18th April, 1868, sailed from Annesley Bay for Bombay, in ballast, for disposal.	„ ..	13 June.
19 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 25th January from Kurrachee, having on board 247 camp followers, 195 mules, and 124 tons of hay, rice, and grain.	„ ..	5 Aug.
19 „	„	..	..	..	..	..	..	21st February, 1868, sailed from Annesley Bay for Bombay, for cargo.	„ ..	11 April
20 „	„	..	..	..	..	..	..	9th January, 1868, sailed from Annesley Bay for Berbera, towed by H.M.S. Argus, for a cargo of camels.	„ ..	22 May.
20 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 21st December from Bombay, having on board 190 camp followers, and 1,856 tons of coal.	„ ..	12 Aug.
24 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 7th February from Bombay, having on board 1 officer, 108 camp followers, 97 horses, 12 ponies, and 87 tons of commissariat stores.	„ ..	15 July.
17 Dec.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 1st February from Bombay, having on board 303 troops, 20 camp followers, 5 horses, and 80 tons of commissariat stores.	„ ..	9 „
14 „	„	..	..	..	..	..	..	27th March, 1868, sailed from Annesley Bay for Bombay for fresh cargo.	„ ..	1 May.
..	„	..	..	..	..	..	..	7th January, 1868, returned to Bombay Harbour, having sprung a leak whilst on her way to Aden with stores.	„ ..	6 Aug.
10 Dec.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 31st January from Bombay, having on board 280 troops, 39 camp followers, 4 horses, and 80 tons of commissariat stores.	„ ..	13 June
13 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 8th February from Bombay, having on board 50 tons of furniture, and 1,200 tons of grain, rice, ghee, and dholl.	„ ..	4 Sept.

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
			Tonnage.			Horse Power.	Screw or Paddle.						
		Register Tonnage.	Register.	Engine Room.	Gross.				Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
										Tons.		£ s. d.	
B. 105	Caldera	730	..	..	..	..	..	..	..	..	Wood	1 0 0	Four.
B. 106	Star of Brunswick ..	1,636	..	..	..	..	..	..	..	..	„	1 2 0	„
B. 107	Phœnix	574	..	..	..	..	..	..	..	..	„	1 1 0	„
B. 108	Royal Edward	1,508	..	..	..	..	..	..	..	..	Iron	1 1 6	„
B. 109	Athene	605	..	..	..	..	..	..	..	..	Wood	1 0 0	„
B. 110	Alsager	1,210	..	..	..	..	..	..	..	..	„	1 0 0	„
B. 111	Asia	1,301	..	..	..	..	..	..	..	..	„	1 0 0	„
B. 112	Kussrovie	374	..	..	..	..	..	..	..	..	„	0 17 0	„
B. 113	Erie	1,010	..	..	..	..	..	..	..	..	„	1 0 0	„
B. 114	Hurry Puddumsey ..	819	..	..	..	..	..	..	..	..	„	0 16 0	„
B. 115	Royal Standard	$2,082\frac{87}{100}$	..	..	..	..	..	..	..	..	Iron	1 2 0	„
B. 116	Pearl of India	1,328	..	..	..	..	..	..	..	..	Wood	1 1 6	„
B. 117	Good Success	477	..	..	..	..	..	..	..	..	„	0 18 0	„
B. 118	Pearl	..	266	$68\frac{96}{100}$	$334\frac{96}{100}$	80	Screw	7	$8\frac{1}{2}$	$8\frac{1}{2}$	Iron	2 2 0	„
B. 119	Armenian	..	789	$155\frac{37}{100}$	$944\frac{37}{100}$	60	„	6	11	11	„	2 0 0	„
B. 120	Avabhoy	959	..	..	..	..	..	..	..	..	Wood	1 5 0	„
B. 121	Futta Salam	618	..	..	..	..	..	..	..	..	„	1 6 0	
B. 122	Bosworth	545	..	..	..	..	..	..	..	..	„	1 8 0	„

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	Horses.		Provisions or Stores.			Where.	When.
				In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.			
1867.										1868.
16 Dec.	None	..	..	..	..	..	..	18th May, 1868, in Annesley Bay. Arrived on 18th January from Kurrachee, having on board 500 tons of sleepers and railway iron.	Bombay ..	24 Aug.
20 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 1st February from Kurrachee, having on board 232 drivers, 19 horses, 330 mules, and 69 tons of hay.	„ ..	4 „
27 „	„	..	..	..	..	..	..	30th March, 1868, sailed from Annesley Bay for Bombay for cargo.	„ ..	11 May
27 „	„	..	..	..	..	..	..	3rd May, 1868, sailed from Annesley Bay for Bombay for disposal, with 403 tons of hay.	„ ..	19 Aug.
23 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on the 18th January from Kurrachee, having on board 700 tons of forage and camel saddles.	„ ..	23 July
1868.										
1 Jan.	„	..	..	..	..	..	..	3rd May, 1868, sailed from Annesley Bay for Bombay for disposal, with 299 tons of hay.	„ ..	7 Aug.
1 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay, arrived on 16th February from Bombay, having on board 392 tons of hay.	„ ..	6 „
1867.										
21 Dec.	„	..	..	..	..	..	..	30th March, 1868, sailed from Annesley Bay for Bombay, for cargo.	„ ..	23 May
1868.										
2 Jan.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 16th February from Bombay, having on board 450 tons of waggons, railway sleepers, &c.	„ ..	22 Aug.
2 „	„	..	..	..	..	..	..	23rd April, 1868, sailed from Annesley Bay for Bombay, for disposal.	„ ..	22 June
1867.										
31 Dec.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 19th April from Berbera with bullocks, camels, sheep, and donkeys.	„ ..	3 Aug.
1868.										
2 Jan.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on the 8th March from Bombay, having on board 64 camp followers, 166 ponies, and 92 tons of hay and grain.	„ ..	25 „
1 „	„	..	..	..	..	..	..	14th April, 1868, sailed from Annesley Bay for Bombay, in ballast, for disposal.	„ ..	2 June
4 „	„	..	..	..	..	..	..	13th May, 1868, sailed from Annesley Bay for Bombay with 86 Land Transport Train, towing Sunbeam to Aden.	„ ..	5 „
6 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Aden 30th April, 1868, with carts, horses, ponies, and bullocks.	„ ..	30 July
6 „	„	..	..	..	..	..	..	12th May, 1868, sailed from Annesley Bay for Bombay, with three officers, 322 men, Native Infantry, towed by Sunda as far as Aden.	„ ..	24 June
11 „	„	..	..	..	..	..	..	23rd April, 1868, from Annesley Bay for Bombay, in ballast, for disposal.	„ ..	3 „
14 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 28th February from Bombay, having on board 350 tons of grain, hay, barley, &c.	„ ..	8 Aug.

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Allegod Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
		Register Tonnage.	Tonnage.			Horse Power.	Screw or Paddle.		Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
			Register.	Engine Room.	Gross.								
										Tons.		£ s. d.	
B. 123	Jessie Gilbert	631 $\frac{9}{100}$	..	..	..	..	..	..	..	..	Wood	1 6 0	Four.
B. 124	Anevoca	597	..	..	..	..	..	..	..	..	„	1 5 0	„
B. 125	Waterloo	1,232	..	..	..	..	..	..	..	..	„	1 8 0	„
B. 126	Stag	523	..	..	..	..	..	..	..	..	„	1 6 0	„
B. 127	Norman	254	..	..	..	..	..	..	..	..	„	1 6 0	„
B. 128	Windsor Castle	1,074 $\frac{5}{10}$	..	..	..	..	..	..	..	..	„	1 8 0	„
B. 129	Koina	..	706	190 $\frac{61}{100}$	896 $\frac{61}{100}$	120	Screw	8½	16	18	Iron	2 14 0	„
B. 130	Annie Frost	1,236	..	..	..	..	..	..	..	..	Wood	1 8 0	„
B. 131	Glendevon..	954	..	..	..	..	..	..	..	..	„	1 0 0	„
B. 132	Geraint	1,075 $\frac{30}{100}$	..	..	..	..	..	..	..	..	„	1 5 0	„
B. 133	Ceylon	395 $\frac{65}{100}$	..	..	..	..	..	..	..	..	„	1 3 0	„
B. 134	Colonist	578	..	..	..	..	..	..	..	..	„	1 8 0	„
B. 135	Bacchante..	717 $\frac{6}{16}$	..	..	..	..	..	..	..	..	„	1 6 0	„
B. 136	Premchund Roychund ..	1,257	..	..	..	..	..	..	..	..	Iron	1 8 0	„

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
				Horses.		Provisions or Stores.				
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	In addition to the Troops.	As a Horse Slip.	In addition to Troops or Horses.	As a Store Slip.		Where.	When.
1868.										1868.
6 Jan.	None	..	..	..	..	..	..	30th March, 1868, sailed from Annesley Bay for Bombay for cargo.	Bombay ..	18 May.
6 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 2nd February from Bombay, having on board 400 tons of Engineer's stores.	„ ..	22 Aug.
7 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 24th February from Bombay, having on board 357 tons of stores, consisting of hay and a pontoon.	„ ..	21 „
23 „	„ ..	..	..	..	..	..	..	25th April, 1868, sailed from Annesley Bay for Bombay for disposal, with 130 tons of forage.	„ ..	11 „
4 „	„ ..	..	..	..	..	..	..	30th March, 1868, sailed from Annesley Bay for Bombay for cargo.	„ ..	13 May.
4 „	„ ..	..	..	..	..	..	..	.. ..	„ ..	3 March.
7 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Suez 24th March, with 350 tons of commissariat stores, and towin the Sam Cearns.	„ ..	8 Aug.
6 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 3rd March from Bombay, having on board 72 camp followers, 176 ponies, and 100 tons of commissariat stores.	„ ..	31 July.
1867. 26 Dec.	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 29th January from Kurrachee, having on board 1,500 tons of railway sleepers, 5 railway water tanks, Engineer's tools, gram, and ghee.	„ ..	21 Sept.
1868. 8 Jan.	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 29th February from Bombay, having on board 1 officer, 2 European and 3 Native Inspectors, 80 camp followers, 1 horse, 200 ponies, and 240 tons of hay and grain.	„ ..	5 Aug.
6 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 9th February from Kurrachee, having on board 52 camel drivers and 400 tons of grain, hay, and barley.	„ ..	23 July.
10 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 6th February from Bombay, having on board 400 tons of Engineer's stores.	„ ..	6 Aug.
13 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 16th February from Kurrachee, having on board 110 coolies, 3 horses, 274 tons of coal, and 207 tons of hay and barley.	„ ..	13 „
20 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 27th February from Bombay, having on board 1 officer. 1 inspector. 65 camp followers, 220 bullocks, and 100 tons of hay, rice, grain, &c.	„ ..	3 July.

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
			Tonnage.			Horse Power.	Screw or Paddle.						
		Register Tonnage.	Register.	Engine Rooom.	Gross.				Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
										Tons.		£ s. d.	
B. 137	Ann Milicent	943	..	..	..	..	..	..	..	..	Iron	1 8 0	Four
B. 138	Fazel Currim	488 46/100	..	..	..	..	..	..	..	..	Wood	1 3 0	„
B. 139	Dilawar	1,306	..	..	..	..	..	..	..	..	..	1 8 0	„
B. 140	Western Empire	1,245	..	..	..	..	..	..	..	..	Wood	1 6 0	„
B. 141	Teazer	363	..	..	..	..	..	..	..	..	„	1 4 0	„
B. 142	Ann	931	..	..	..	..	..	..	..	..	„	1 2 0	„
B. 143	Moderation	1,267 31/100	..	..	..	..	..	..	..	..	„	1 5 0	„
144	Glenduror	994	..	..	..	..	..	..	..	..	Iron	1 8 0	Six
145	Cannata	514	..	..	..	..	..	..	..	..	Wood	1 4 0	Four
146	Carolina	460	..	..	..	..	..	..	..	..	„	1 4 0	„
147	Carona	1,199	..	..	..	..	..	..	..	..	„	1 8 0	„
148	Knighton	1,048	..	..	..	..	..	..	..	..	„	1 6 0	„
149	Scimitar	1,187	..	..	..	..	..	..	..	..	Iron	1 8 0	„
150	Cowasjee Jehangeer ..	1,258	..	..	..	..	..	..	..	..	„	1 8 0	„
151	Queensland	950 87/100	..	..	..	..	..	..	..	..	Wood	1 6 0	„
152	James Childs	756	..	..	..	..	..	..	..	..	„	1 8 0	„

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	Horses.		Provisions or Stores.			Where.	When.
				In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.			
1868.										1868.
24 Jan.	None	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 12th March from Bombay, having on board 1 officer, 49 camp followers, 193 bullocks, and 20 tons of hay and straw.	Bombay ..	1 July.
13 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 8th March from Bombay, having on board 45 camp followers, 122 bullocks, and 32 tons of straw and equipments.	„ ..	7 „
16 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 5th March from Bombay, having on board 95 camp followers, 212 ponies, and 150 tons of commissariat stores.	„ ..	31 „
13 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 18th April from Bombay, with 303 tons of hay.	„ ..	10 Aug.
21 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Bombay, 14th March, with followers and bullocks.	„ ..	9 July.
22 „	„ ..	..	..	..	..	..	..	25th April, 1868, sailed from Annesley Bay for Bombay, for disposal.	„ ..	21 July.
22 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 9th March, from Bombay, having on board 1 officer, 35 camp followers, 2 horses, 191 bullocks, and 400 tons of stores.	„ ..	28 Aug.
17 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 18th February, from Kurrachee, having on board 110 camel drivers and 203 tons of hay, grain, &c.	„ ..	20 July.
24 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 3rd March from Bombay, having on board 116 tons of hay.	„ ..	6 Aug.
24 „	„ ..	..	..	..	..	..	..	26th April, 1868, sailed from Annesley Bay for Bombay, for disposal, with 108 tons of hay.	„ ..	30 „
25	„ ..	..	..	..	..	..	..	.. ..	„ ..	24 May.
25 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 3rd March from Bombay, having on board 271 tons of hay.	„ ..	11 Aug.
29 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 12th March from Bombay, having on board 52 camp followers, 236 bullocks, and 70 tons of hay.	„ ..	11 July.
29 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 8th March from Bombay, having on board 1 inspector, 59 camp followers, 64 ponies, 144 bullocks, and 83 tons of hay.	„ ..	29 Aug.
30 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Bombay 28th March, with bullocks and drivers.	„ ..	6 „
31 „	„ ..	..	..	..	..	..	..	23rd April, 1868, sailed from Annesley Bay for Bombay, in ballast, for disposal.	..	30 May.

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
			Tonnage.			Horse Power.	Screw or Paddle.						
		Register Tonnage.	Register.	Engine Room.	Gross.				Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
										Tons.		£ s. d.	
153	Rohomany..	809	..	..	..	..	..	..	..	..	Wood	1 2 0	Four
154	Egeria	1,066	..	..	..	..	..	..	..	..	„	1 5 0	„
155	Ethereal	795 $\frac{86}{100}$	..	..	..	..	..	..	..	..	„	1 4 6	„
156	Japan	..	349	123 $\frac{52}{100}$	472 $\frac{52}{100}$	85	Screw	9	10	15	Iron	2 15 0	..
157	Michael Scott	1,197	..	..	..	..	..	..	..	..	„	1 8 0	Four
158	Mary Ann..	664	..	..	..	..	..	..	..	..	Wood	1 2 0	„
159	Napier	1,424	..	..	..	..	..	..	..	..	„	1 0 0	„
160	British Constitution ..	427	..	..	..	..	..	..	..	..	..	1 2 0	„
161	Khimjee Codhowjee ..	909	..	..	..	..	..	..	..	..	Iron	1 7 0	„
162	Tirrell	1,013 $\frac{61}{100}$	..	..	..	..	..	..	..	..	Wood	1 4 0	„
163	Mary Stenhouse	1,243	..	..	..	..	..	..	..	..	Iron	1 7 0	„
164	Welcome	231	..	..	..	..	..	..	..	..	Wood	1 4 0	„
165	Melmerby..	1,510	..	..	..	..	..	..	..	..	Iron	1 8 0	„
166	Tim Whiffler	1,132 $\frac{69}{100}$	..	..	..	..	..	..	..	..	Wood	1 4 0	„
167	Trafalgar	1,102	..	..	..	..	..	..	..	..	„	1 6 0	„
168	General Outram	..	201	60	261	60	Screw	6	5½	11	Iron	2 2 0	„
169	Morning Star	481 $\frac{56}{100}$	..	..	..	..	..	..	..	..	Wood	1 6 0	„
170	Atiet Rahimon	525	..	..	..	..	..	..	..	..	„	1 4 0	„
171	Hamoody	711 $\frac{75}{100}$	..	..	..	..	..	..	..	..	„	1 4 0	„

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
				Horses.		Provisions or Stores.				
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.		Where.	When.
1868.										1868.
1 Feb.	None	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 9th March from Bombay, having on board 196 tons of hay.	Bombay ..	5 Aug.
3 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Bombay, 20th March, with 275 tons of hay.	„ ..	21 „
1 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 10th March from Bombay, having on board 450 tons of commissariat stores.	„ ..	17 July.
1 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Aden 12th May, with mails.	„ ..	16 „
3 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Bombay, 18th March, with followers, bullocks, and stores.	„ ..	3 „
3 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 9th March from Bombay, having on board 125 tons of hay.	„ ..	6 Aug.
1867.										
25 Dec.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 18th January from Galle, having on board 1,800 tons of coal.	„ ..	8 Sept.
1868.										
3 Feb.	„	..	..	..	..	..	..	.. ..	„ ..	3 May.
5 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 16th April from Bombay, with 1,150 tons of grain.	„ ..	2 Sept.
8 „	„	..	..	..	..	..	..	26th April, 1868, sailed from Annesley Bay for Bombay, for disposal, with 279 tons of hay, with which she arrived on the 3rd April from Bombay.	„ ..	21 Aug.
10 „	„	..	..	..	..	..	..	.. ..	„ ..	27 „
12 „	„	..	..	..	..	..	..	Lost eastward of Adjuce, 26th March, 1868. Stores saved.	„ ..	..
13 „	„	..	..	..	..	..	..	.. ..	„ ..	27 July.
8 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 14th March, from Bombay, with followers, bullocks, and 200 tons of stores.	„ ..	21 Aug.
13 Jan.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 29th March, from Kurrache, with mule drivers.	„ ..	12 June.
18 Feb.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Massowah, 8th April, having taken treasure.	„ ..	3 July.
14 „	„	..	..	..	..	..	..	6th May, 1868, sailed from Annesley Bay for Bombay, for disposal, with 110 tons of straw, towed by Lord Clyde to Adjuce.	„ ..	9 „
19 „	„	..	..	..	..	..	..	25th April, 1868, sailed from Annesley Bay for Bombay for disposal, with 131 tons of straw, with which she arrived at Bombay on the 8th April.	„ ..	7 Aug.
19 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Bombay 27th March, with 154 tons of hay.	„ ..	4 „

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships. Register Tonnage.	Steamers. Tonnage. Register.	Engine Room.	Gross.	Horse Power.	Screw or Paddle.	Alleged Speed in Knots.	Coal. Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.	If built of Iron or Wood.	Terms of. Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
										Tons.		£ s. d.	
172	Sunbeam	693	..	..	..	..	..	..	..	..	Wood	1 7 0	Four
173	Exonian	360 18/100	..	..	..	..	..	..	..	..	„	1 6 0	„
174	Nadesda	526	..	..	..	..	..	..	..	..	„	1 6 0	„
175	Agra	830	..	..	..	..	..	..	..	..	„	1 8 0	„
176	Nada	..	716	164 62/100	880 62/100	100	Screw	7½	10	18	Iron	2 14 0	„
177	Camperdown	945½	..	..	..	..	..	..	..	..	Wood	1 8 0	„
178	Indomitable	1,041	..	..	..	..	..	..	..	..	„	1 8 0	„
179	Bethshan	663	..	..	..	..	..	..	..	..	„	1 8 0	„
180	Ticonderoga	1,300	..	..	..	..	..	..	..	..	„	1 7 0	„
181	Preston	955 45/100	..	..	..	..	..	..	..	..	„	1 6 0	„
182	Hope	440 28/100	..	..	..	..	..	..	..	..	„	1 6 0	„
183	Mula	..	548	142 18/100	690 18/100	120	Screw	7½	10	16	Iron	2 14 0	„
184	S. Bernard	933 28/100	..	..	..	..	..	..	..	..	Wood	1 8 0	„
185	King of Italy	1,362	..	..	..	..	..	..	..	..	„	1 8 0	„
186	Star of the North ..	662	..	..	..	..	..	..	..	..	Iron	1 7 0	„
187	Bulwark	1,332 40/100	..	..	..	..	..	..	..	..	Wood	1 6 0	„
188	Muscat Merchant.. ..	544	..	..	..	..	..	..	..	..	„	1 8 0	„
189	British Nation	1,302	..	..	..	..	..	..	..	..	„	1 8 0	„

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	Horses.		Provisions or Stores.			Where.	When.
				In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.			
1868.										1868.
18 Feb.	None	..	..	..	..	..	..	13th May, 1868, sailed from Annesley Bay for Bombay, with 88 followers, and 200 tons of hay, towed by the Pearl to Aden.	Bombay ..	8 Aug.
18 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Bombay 30th March, with 84 tons of hay.	„ ..	24 July.
25 „	„ ..	..	..	..	..	..	..	23rd April, 1868. Sailed from Annesley Bay for Bombay, in ballast, for disposal.	„ ..	11 „
24 „	„ ..	..	..	..	..	..	..	13th May, 1868, at Annesley Bay. Arrived 4th April from Bombay, with hay.	„ ..	13 Aug.
25 „	„ ..	..	..	..	..	..	..	8th May, 1868. Sailed from Annesley Bay for Suez, with mails, 8 Europeans, and 122 followers.	„ ..	10 „
26 „	„ ..	..	..	..	..	..	..	12th May, 1868. Sailed from Annesley Bay for Bombay, with 4 officers, 402 men, N.I., and 135 tons of forage, towed by the Sunda as far as Aden.	„ ..	2 July.
28 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Bombay 9th April, with 288 tons of hay.	„ ..	6 Aug.
29 „	„ ..	..	..	..	..	..	..	.. ..	„ ..	3 Sept.
29 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 27th April from Bombay, with 600 tons of hay.	„ ..	29 Aug.
2 March	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 14th April from Bombay, with 282 tons of hay.	„ ..	7 „
2 „	„ ..	..	..	..	..	..	..	26th April, 1868. Sailed from Annesley Bay for Bombay, for disposal, with 123 tons of straw, with which she arrived on the 5th April from Bombay.	„ ..	1 „
3 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 10th May from Calcutta, with 700 tons of commissariat stores.	„ ..	15 „
3 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 9th April, from Bombay, with bullocks, drivers, and provisions.	„ ..	13 „
3 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 14th April, from Bombay, with Land Transport Corps, bullocks, and 800 tons of commissariat stoes.	„ ..	21 „
3 „	„ ..	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 14th April, from Bombay, with 209 tons of hay.	„ ..	11 „
4 „	„ ..	..	..	..	..	..	..	13th May, 1862. in Annesley Bay. Arrived 19th April from Bombay with 421 tons of hay.	„ ..	15 „
5 „	„ ..	..	..	..	..	..	..	13th April, 1868, in Annesley Bay. Arrived 14th April from Bombay with 149 tons of hay.	Galle ..	27 July.
5 „	„ ..	..	..	..	..	..	..	.. ..	Bombay ..	8 Aug.

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Allgeed Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
		Register Tonnage.	Tonnage.			Horse Power.	Screw or Paddle.		Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
			Register.	Engine Room.	Gross.								
										Tons.		£ s. d.	
190	Wide-Awake	702	..	..	..	..	..	..	..	..	Wood	1 6 0	Four.
191	Red Jacket	2,035 17/100	..	..	..	..	..	..	..	..	Iron	1 7 0	„
192	Janet Mitchell	711	..	..	..	..	..	..	..	..	Wood	1 7 0	„
193	John Bunyan.	1,129 41/100	..	..	..	..	..	..	..	..	„	1 6 0	„
194	Pegasus	1,182 59/100	..	..	..	..	..	..	..	..	„	1 8 0	„
195	Clasmerdon	1,598	..	..	..	..	..	..	..	..	„	1 3 0	„
196	Jadool Buree	460	..	..	..	..	..	..	..	..	„	1 6 0	„
197	Dhawar	1,293 6/10	..	..	..	..	..	..	..	..	Iron	1 8 0	„
198	Empress	1,313	..	..	..	..	..	..	..	..	Wood	1 8 7	„
199	Dilharee	1,293	..	..	..	..	..	..	..	..	Iron	1 8 0	„
200	Orwell	1,109 95/100	..	..	..	..	..	..	..	..	Wood	1 8 0	„
201	Regina	800	..	..	..	..	..	..	..	..	„	1 8 0	„
202	British Princess	1,401 52/100	..	..	..	..	..	..	..	..	Iron	1 8 0	„
203	Venetia	646	..	..	..	..	..	..	..	..	„	1 6 0	„
204	Montano	1,263	..	..	..	..	..	..	..	..	Wood	1 3 0	„
205	Viscount Canning ..	..	501	250 96/100	781 96/100	180	Screw	7½	9	20	Iron	2 6 0	„
—	Cutch Merchant	639 65/100	..	..	..	..	..	..	..	..	Wood	1 6 0	„
206	Sakura	..	..	..	825	..	Screw	..	..	..	„	3 5 0	„
—	Ellora	..	..	..	1,574	..	..	..	..	..	Iron	2 4 0	„
—	Talisman (engaged at Muscat)	1,026	..	..	..	..	..	..	..	..	„	1 0 0	„

at Bombay—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	Horses.		Provisions or Stores.			Where.	When.
				In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.			
1868. 4 Mar.	None	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 10th April, from Bombay, with 160 tons of hay.	Bombay ..	1868. 4 Aug.
6 „	„	..	..	..	..	..	..	.. ..	„ ..	7 „
5 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 19th April, from Bombay, with 224 tons of hay.	„ ..	4 July.
6 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 28th April, from Bombay, with 370 tons of hay.	„ ..	8 Aug.
6 „	„	..	..	..	..	..	..	.. ..	„ ..	10 „
7 „	„	..	..	..	..	..	..	.. ..	„ ..	3 Sept.
5 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 10th April, from Bombay, with 134 ton of hay.	„ ..	12 Aug.
7 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 27th April, from Bombay, with 800 tons of railway plant.	„ ..	17 „
7 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 18th April from Bombay, with 1,100 tons of grain and commissariat stores.	„ ..	31 „
7 „	„	..	..	..	..	..	..	.. ..	„ ..	19 „
7 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 27th April, from Bombay, with 650 tons of commissariat stores.	„ ..	14 „
9 „	„	..	..	..	..	..	..	.. ..	„ ..	27 July.
10 „	„	..	..	..	..	..	..	.. ..	„ ..	28 „
26 „	„	..	..	..	..	..	..	.. ..	Kurrachee..	25 „
12 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Bombay 10th April, with 1,960 tons of coal.	Bombay ..	14 Aug.
10 April	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Kurrachee 20th March, with 420 tons of forage.	„ ..	19 „
10 Feb.	„	..	..	..	..	..	..	.. ..	„ ..	26 June
20 June 1867.	„	..	..	..	..	..	..	.. ..	„ ..	5 Aug.
24 Dec. 1868.	„	..	..	..	..	..	..	.. ..	„ ..	25 Mar.
1 April	„	..	..	..	..	..	..	.. ..	„ ..	18 July.

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
		Register Tonnage.	Tonnage.			Horse Power.	Screw or Paddle.		Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month.	Number of Months for which engaged.
			Register	Engine Room.	Gross.								
101	Golconda	..	1,253	656	1,909	400	Screw.	9½	12	Tons. 36	Iron.	£ s. d. 2 15 3	Six.
102	Middlesex	1,191	..	..	..	..	..	..	..	..	Wood.	1 10 0	„
103	T. A. Gibb	..	856	172	1,023	100	Screw.	8	12	18½	Iron.	2 10 0	„
104	Winchester	1,157	..	..	..	..	..	..	..	..	Wood.	1 10 0	„
105	Dullam Tower	1,499	..	..	..	..	..	..	..	..	Iron.	1 14 0	„
106	Callirhoe	1,257	..	..	..	..	..	..	..	..	„	1 6 0	„
107	Ellen Stuart	1,643	..	..	..	..	..	..	..	..	„	1 12 0	„
108	Challenge	1,264	..	..	..	..	..	..	..	..	Wood.	1 8 0	„
109	Waterwitch	1,046	..	..	..	..	..	..	..	..	„	1 8 0	„
110	Nile	1,126	..	..	..	..	..	..	..	..	„	1 10 0	„
111	Continental	1,464	..	..	..	..	..	..	..	..	„	1 14 0	„
112	Legion of Honour ..	1,219	..	..	..	..	..	..	..	..	„	1 14 0	„

at Calcutta.

Engagement.		Accomodation.						Remarks.	Discharged from the Service.	
				Horses.		Provisions or Stores.				
Date of Entry into Pay.	Extra Payment, If any, made on Discharge.	Officers.	Non Commissioned Officers and Men.	In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.		Where.	When.
1867. 18 Nov.	None.	..	..	..	..	..	..	21st February, 1868, sailed from Annesley Bay for Bombay for cargo, towing Royal Saxon.	Bombay ..	1868. 14 Mar.
12 Dec.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 3rd February from Calcutta, with 7 troops, 35 drivers, 102 camp followers, 8 horses, 145 mules, and 250 tons of stores.	Calcutta ..	15 Aug.
1868. 1 Jan.	„	..	..	..	..	..	..	24th April, 1868, sailed from Annesley Bay for Suez, with mails and Egyptian drivers.	„ ..	15 July.
1867. 14 Dec.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 6th March from Calcutta, having on board 4 officers, 60 troops, 117 camp followers, 69 horses, 54 mules. 50 tons of commissariat stores, and 150 tons of coal.	„ ..	17 Aug.
16 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 3rd March from Calcutta, having on board 2 officers, 97 troops, 106 camp followers, 97 horses, 3 mules, and 100 tons of grain, rice and coal.	„ ..	27 „
3 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 4th March from Calcutta, having on board 81 troops, 94 camp followers, 79 horses, 51 mules, 250 tons of commissariat stores, and 150 tons of coal.	„ ..	26 „
9 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 4th March from Calcutta, having on board 78 troops, 83 camp followers, 79 horses, 47 ponies, and 200 tons of straw, rice, &c.	„ ..	1 „
24 „	„	..	..	..	..	..	..	8th March, 1868, sailed from Annesley Bay for Aden, towing Legion of Honour.	„ ..	26 June
17 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 5th March from Calcutta, having on board 55 troops, 82 camp followers, 55 horses, 49 mules, and 350 tons of commissariat stores.	„ ..	20 July.
14 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 6th February from Calcutta, having on board 56 troops, 114 camp followers. 120 horses, and 150 tons of commissariat stores.	„ ..	13 Aug.
11 Nov.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 7th February from Calcutta, having on board 88 troops, 95 camp followers, 90 horses, 52 mules, and 177 tons of commissariat stores.	„ ..	26 „
17 Dec.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived from Aden 17th March with troops, horses, and mules.	„ ..	1 „

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
			Tonnage.			Horse Power.	Screw or Paddle.						
		Register Tonnage.	Register.	Engine Room.	Gross.				Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
										Tons.		£ s. d.	
113	Squando	1,220	..	..	..	..	..	..	..	..	Wood	1 14 0	Six
114	Underley	1,292	..	..	..	..	..	..	..	..	Iron	1 14 0	„
115	St. Albans..	1,265	..	..	..	..	..	..	..	..	Wood	1 8 0	„
116	Bengal	..	1,175	1,010	2,185	450	Screw	9	13	40	Iron	2 15 0	„
117	Alabama	949	..	..	..	..	..	..	..	..	Wood	1 8 0	„
118	Catherine Apcar	..	840	180	1,020	100	Screw	7½	12	18	Iron	2 10 0	„
119	Durham	1,286	..	..	..	..	..	..	..	..	Wood	1 14 0	„
120	Malabar	1,219	..	..	..	..	..	..	..	..	„	1 14 0	„
121	Howrah	1,097	..	..	..	..	..	..	..	..	Iron	1 14 0	„
122	Vernon	1,319	..	..	..	..	..	..	..	..	„	1 14 0	„
123	India	912	..	..	..	..	..	..	..	..	„	1 8 0	„
124	Queen of India	1,044	..	..	..	..	..	..	..	..	Wood	1 12 0	„

at Calcutta—*continued.*

Engagement.		Steamers.						Remarks.	Discharge from the Service.	
				Horses.		Provisions or Stores.				
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.		Where.	When.
1867.										1868.
14 Dec.	None	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 26th February from Calcutta, having on board 86 troops, 83 horses, 54 ponies, and 150 tons of rice and grain.	Calcutta ..	25 Aug.
20 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 17th February from Calcutta, having on board 83 troops, 107 camp followers, 8 horses, 58 ponies, and 160 tons of hay, grain, &c.	„ ..	20 „
1868.										
2 Jan.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 27th February from Calcutta, having on board 76 troops, 101 camp followers, 76 horses, 60 ponies, and 200 tons of commissariat stores and saddle fittings.	„ ..	15 „
1867.										
23 Dec.	„	..	..	..	..	..	..	22nd April, 1868, sailed from Annesley Bay for Bombay with head-quarters and wing of 5 Native Infantry and stores, with which she arrived from Vingoria on the 21st April.	„ ..	9 July
20 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 26th January from Calcutta, having on board 207 troops, 98 camp followers, 2 horses, 92 mules, and 150 tons of coals, and 149 tons of stores.	„ ..	12 Aug.
16 „	„	..	..	..	..	..	..	21st April, 1868, sailed from Annesley Bay for Suez for cargo.	„ ..	16 Sept.
22 Nov.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 3rd January from Calcutta, having on board 185 men of 23rd Native Infantry, 117 camp followers, 108 mules and horses, and 300 tons of stores.	„ ..	31 Aug.
13 „	„	..	..	..	..	..	..	13th May, 1861, in Annesley Bay. Arrived on 3rd January from Calcutta, having on board 214 men of 23rd Native Infantry, 95 camp followers, 90 mules, and 300 tons of stores.	„ ..	20 „
'13 „	„	..	..	..	..	..	..	13th May, 1863, in Annesley Bay. Arrived on 12th January from Calcutta, having on board 167 troops, 87 camp followers, 87 coolies, and 94 horses and mules.	„ ..	28 „
7 Dec.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 10th January from Calcutta, having on board 300 troops and camp followers, 2 horses, 105 mules, and 140 tons of coal, commissariat stores, and ammunition	„ ..	3 Sept.
14 Nov.	„	..	..	..	..	..	..	26th April, 1868, sailed from Annesley Bay for Calcutta for disposal.	„ ..	22 July
21 „	„	..	..	..	..	..	..	2nd May, 1868, sailed from Annesley Bay for Bombay for disposal, with 278 followers and 33 tons of stores, towed by City of Manchester to Cape Rae Furtak.	„ ..	9 „

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
			Tonnage.			Horse Power.	Screw or Paddle.						
		Register Tonnage.	Register.	Engine Room.	Gross.				Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
										Tons.		£ s. d.	
125	Oriental	..	1,006	454	1,460	250	Screw	10	12	32	Iron	3,800*l.* per month.	Six
126	Himalaya	..	911	430	1,341	250	„	10	10	30	„	2 15 0	„
127	Ophir	847½	..	..	..	..	..	..	..	..	Wood	1 4 0	„
128	Bombay (Tug)	..	190	233	423	240	Paddle	9	10	35	Iron	1,350*l.* for 1st three months. 1,300*l.* for 2nd three months.	„
129	Electric (Tug)	..	395	135	530	200	„	9½	14	28	„	1,350*l.* for 1st three months. 1,300*l.* for 2nd three months.	„
130	Paris (Tug)	..	196	227	423	320	„	9	10	28	„	1,200*l.* per month.	„
131	Mauritius (Tug)	..	191	232	423	260	„	8½	11	31	„	1,200*l.* per month.	„
132	Defiance (Tug)	..	247	161	408	200	„	11	14	24	„	1,350*l.* per month.	„
133	Challenge (Tug)	..	250	218	468	200	„	9½	10½	30	„	1,350*l.* per month.	„
134	Court Hey (Tug)	..	277	211	488	200	„	10½	12	30	„	1,350*l.* per month.	„
135	Hunsdon (Tug)	..	273	215	488	200	„	10	12	28	„	1,350*l.* per month.	„
136	Atalanta	930	..	.	..	..	..	..	..	..	Wood	1 7 0	Three
137	Alexandra (Tug)	..	124	239	363	200	Paddle	10	13	25	Iron	1,200*l.* per month.	Six
138	Punjaub (engaged at Bombay.)	..	700	329 44/100	1029 44/100	200	Screw	10	8	25	„	2 15 0	„
139	Far East	..	1,062	197	1,259	150	T. S.	8	15	23	„	3 0 0	„
140	Tynemouth	..	1,142	267	1,409	160	Screw	8½	17	20	„	2 0 0	Three
141	Surrey	1,089	..	..	..	..	..	..	..	..	Wood	1 10 0	Four
142	Marlborough	1,402	..	..	..	..	..	..	..	..	„	1 10 0	„
143	Dacca	..	..	..	1,659	..	Screw	..	..	..	..	2 15 0	One

at Calcutta—*continued.*

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
Date of Entry into Pay.	Extra Payments, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	Horses.		Provisional Stores.			Where.	When.
				In addition to the Troops.	As a Home Ship.	In addition to Troops or Horses.	As a Store Ship.			
1867.										1868.
11 Nov.	None	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 17th April, from Bombay, with detachment of Land Transport Corps, and 600 tons of commissariat stores.	Calcutta ..	14 Aug.
20 Oct.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 3rd February, from Calcutta, having on board 390 camp followers, and 800 tons of hay and grain.	„ ..	3 Sept.
1 Nov.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 17th January, from Calcutta, having on board 428 coolies, 8 mules, 100 tons of coal, and 100 tons of commissariat stores.	„ ..	8 Aug.
24 „	„	..	..	..	..	..	..	Used for towing	„ ..	8 „
1 Dec.	„	..	..	..	..	..	..	„ „	„ ..	23 „
25 „	„	..	..	..	..	..	..	„ „	„ ..	31 „
4 „	„	..	..	..	..	..	..	„ „	..	..
17 „	„	..	..	..	..	..	..	„ „	Calcutta ..	4 Aug.
1 „	„	..	..	..	..	..	..	„ „	„ ..	19 „
1 „	„	..	..	..	..	..	..	„ „	„ ..	21 July.
1 „	„	..	..	..	..	..	..	„ „	„ ..	21 „
17 Oct.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 22nd December from Calcutta, having on board 829 tons of commissariat stores and hay.	Bombay ..	7 Aug.
17 Nov.	„	..	..	..	..	..	..	Used for towing	Calcutta ..	5 „
26 Sept.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived on 6th February from Calcutta, having on board 200 coolies, 6 mules, and 300 tons of commissariat stores.	Bombay ..	1 „
1868.										
10 Jan.	„	..	..	..	..	..	..	.. ..	Annesley Bay.	1 May.
25 „	„	..	..	..	..	..	..	.. ..	Bombay ..	22 July.
26 Feb.	„	..	..	..	..	..	..	13 May, 1868, in Annesley Bay. Arrived 20th April, from Calcutta, followers, mules, and 420 tons of stores.	Calcutta ..	10 Aug.
29 „	„	..	..	..	..	..	..	.. ..	„ ..	10 Sept.
26 May.	„	..	..	..	..	..	..	.. ..	„ ..	6 July.

TRANSPORTS Engaged

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
		Register Tonnage.	Tonnage.			Horse Power.	Screw or Paddle.		Number of Days' Coal that can be stowed in Bunkers.	Alleged Consumption per Diem.		Rates per Ton per Month if discharged at Home.	Number of Months for which engaged.
			Register.	Engine Room.	Gross.								
	Cosseir	..	690	223	913	100	Screw	6½	15	Tons. 15	Iron	70*l.* per diem.	One
	Souakin	..	481	119	600	100	„	..	..	16	„	50*l.* per diem.	„
	Yanbo	..	400	281	681	100	„	7½	12	15	„	60*l.* per diem	„
	Hodeida	..	..	..	626	140	„	7	16	18	„	60*l.* per diem.	„
	Samanhoud	..	1,800	470	2,270	250	„	7	14	25	Wood	100*l.* per diem.	„
	Dessouk	..	..	..	1,061	200	„	8	12	28½	Iron	75*l.* per diem.	„
	Penguin	..	..	..	..	40	„	..	..	½ to 1	„	10*l.* per diem.	„
95*a*	Congress (engaged at Aden)	840	..	..	..	..	..	..	..	..	Wood	14*s.* per diem.	Three.
Bengal Marine.	Hedjaz .. .. .. / Feroze .. .. .. / Undaunted .. .. / Czarewitch	..	..	..	700	150	Screw	..	..	0	„	55*l.* per diem.	One.
	Krishna (engaged at Bombay.)	..	966	389	1,355	250	„	9	9	33	Iron	1*l.* 7*s.* per diem.	To be discharged 11th June.

at Suez.

Engagement.		Steamers.						Remarks.	Discharged from the Service.	
				Horses.		Provisions or Stores.				
Date of Entry into Pay.	Extra Payment, if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.		Where.	When.
1867. 12 Oct.	None	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 29th April from Suez with camels and forage.	..	1868. ..
10 Nov.	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 3rd May from Suez with 56 muleteers, 200 mules, and mails.	Suez ..	27 May.
12 Oct.	„	..	..	..	..	..	..	13th May, 1868, at Annesley Bay. Arrived 11th May from Suez with 40 camels.	„ ..	22 June.
12 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 29th April with donkeys from Suez.	.. ..	..
12 „	„	..	..	..	..	..	..	13th May, 1868, at Annesley Bay. Arrived 8th May from Suez with 450 mules and 126 muleteers.	Suez ..	26 „
27 „	„	..	..	..	..	..	..	13th May, 1868, in Annesley Bay. Arrived 29th April from Suez with camels and carts.	..	..
12 „	„	..	..	..	..	..	..	7th December, 1867, sailed from Annesley Bay for a fresh cargo of hay.	..	..
22 Nov.	„	..	..	..	..	..	..	14th April, 1868, sailed from Annesley Bay for Aden to be discharged.	Aden ..	24 April
7 „	„	..	..	..	..	..	..	.. ..	Suez ..	15 Dec.
23 May	„	..	..	..	..	..	..	.. ..	Bombay ..	11 June.

BOMBAY Marine

Number as a Transport.	Name.	Sailing Ships.	Steamers.					Alleged Speed in Knots.	Coal.		If built of Iron or Wood.	Terms of	
		Register Tonnage.	Tonnage.			Horse Power.	Screw or Paddle.		Number of Days' Coal that can be stowed in Bunkers	Alleged Consumption per Diem.		Rates per Ton per Month, if discharged at Home.	Number of Months for which engaged.
			Register.	Engine Room.	Gross.								
1	Coromandel	..	..	..	1,221	250	Screw.	..	..	..	Iron.	..	..
2	Dalhousie	..	..		1,060	160	..	..	..	..	..	..	..
3	Earl Canning *a*	..	..	..	661	150	..	..	..	..	..	..	..
4	Lord Elphinstone *b* ..	..	..	..	654	150	..	..	..	..	..	..	..
5	Sir John Laurence *c* ..	..	..	..	577	170	..	..	..	..	..	..	..
6	Semiramis	..	..	..	1,032	270	Paddle	..	..	..	Wood.	..	..
7	May Frère	..	..	..	308	100	..	..	..	..	..	..	..
8	Scind	..	..	..	408	140	..	..	..	..	..	..	..
9	Spitfire *d* (Tug)	..	..	..	136	70	..	..	..	..	..	..	..
10	Rustam *e* (Tug)	..	..	..	97	45	..	..	..	..	..	..	..
11	Jarawar *f* (Tug)	..	..	..	183	100	..	..	..	..	..	..	..
12	Constance	182	..	..	..	..	..	..	..	..	Wood.	..	..
13	Carnac *g* (Steam Barge) ..	..	..	..	108½	16	..	..	..	..	..	..	..
14	Pehlwan *h* (Tug)	..	..	..	60	45	..	..	..	..	..	..	..
..	Clare *i* (Steam Barge) ..	..	..	..	108½	16	..	..	..	..	..	..	..
..	Hydrabad (Sailing Vessel)	..	..	..	..	..	..	..	..	..	..	..	..
..	Rose *j* (Steam Barge) ..	..	..	..	80¼	20	..	..	..	..	..	..	..
..	Wadali *k* (Steam Barge)	..	..	..	78	20	..	..	..	..	..	..	..

a Purchased for 20,000*l.*
b Purchased for 20,000*l.*
c Purchased for 17,500*l.*
d Purchased for 3,000*l.*
e Purchased for 2,970*l.*
f Purchased for 4,000*l.*

and Purchased Vessels.

Engagement.		Accommodation.						Remarks.	Discharged from the Service.	
				Horses.		Provisions on Stores.				
Date of Entry into Pay.	Extra Payment if any, made on Discharge.	Officers.	Non-Commissioned Officers and Men.	In addition to the Troops.	As a Horse Ship.	In addition to Troops or Horses.	As a Store Ship.		Where.	When.
..	..	..	..	..	..	..	..	2nd April, 1861, in Annesley Bay. Arrived same day from Suez.	..	..
..	..	..	..	..	..	..	..	2nd April, 1868, in Annesley Bay. Arrived 29th March from Suez.	..	..
..	..	..	..	..	..	..	..	1st May, 1868. Sailed from Annesley Bay for Suez with mails.	..	..
..	..	..	..	..	..	..	..	20th September, 1867, proceeded with Government passengers, stores, &c., to Busrah, and from thence to receive mules, and proceed to Red Sea; also took with her pressed hay, 100,128 lbs., and 24,000lbs.	..	..
..	..	..	..	..	..	..	..	27th March, 1868, sailed for Suez with mails. 8th May, 1868, sailed from Annesley Bay for Aden.	..	..
..	..	..	..	..	..	..	..	Stationed in Annesley Bay, and used as a condensing steamer.	..	..
..	..	..	..	..	..	..	..	14th April, 1868, in Persian Gulf on special service, to be relieved by Scind, and proceed to Aden for repairs.	..	..
..	..	..	..	..	..	..	..	Left Annesley Bay for Aden with Bombay mails on 14th April to tranship them to Peninsular and Oriental Steamer, and then proceed on special service to Persian Gulf, relieving May Frère.	..	..
..	..	..	..	..	..	..	..	Employed in Annesley Bay in towing ships into and out of harbour, landing troops, animals, &c.	..	..
..	..	..	..	..	..	..	..	" " " "	..	..
..	..	..	..	..	..	..	..	" " " "	..	..
..	..	..	..	..	..	..	..	13th November, 1867, sailed for Aden.	..	..
..	..	..	..	..	..	..	..	16th November, 1867, sailed for Aden, towed by Her Majesty's Ship Argus.	..	..
..	..	..	..	..	..	..	..	Employed in Annesley Bay in towing ships into and out of harbour, landing troops, animals, &c.	..	..
..	..	..	..	..	..	..	..	3rd December, 1867, proceeded to Aden, towed by steamer Tilly.	..	..
..	..	..	..	..	..	..	..	Employed in distilling.	..	..
..	..	..	..	..	..	..	..	.. ..	..	..
..	..	..	..	..	..	..	..	.. ..	..	..

g Purchased for 2,250*l*.
h Purchased for 2,500*l*.
i Purchased for 2,550*l*.
j Purchased for 2,000*l*.
k Purchased for 2,000*l*.

CHAPTER VIII.

OPERATIONS DURING OCTOBER AND NOVEMBER 1867.

Management of affairs transferred from Foreign to India Office.

UNTIL the Expedition was finally decided upon, the management of all arrangements was left in the hands of the Foreign Office. It was only after the Expedition was determined upon that the India Office undertook its management, and on the 13th of August, 1867, the Secretary of State for India addressed the Secretary of State for Foreign Affairs, and referring to the correspondence which had taken place on the subject of the release of the Abyssinian captives, acquainted him that he had been in communication with the Governments of India and Bombay, both by letter and by telegraph, and that he had instructed the latter Government to proceed without delay to take certain preliminary steps in anticipation of the possibility of its becoming necessary to send an armed Expedition into the territory of King Theodore.

Reconnoitring Party ordered.

Sir Stafford Northcote had already instructed Mr. Seymour Fitzgerald, the Governor of Bombay, to despatch certain selected officers, connected with the Commissariat and other public Departments, to the coast of the Red Sea, in order to make, in communication with Colonel Merewether, inquiries as to the features and resources of the country to be visited, and, if necessary, to make preparations with a view to the disembarkation and accommodation of any military force that might be sent into King Theodore's dominions He had also instructed the Governor of Bombay to proceed to the collection of transport cattle, bearing in mind that it was desirable that preparations should be for the season of 1868-69, in the event of its being found impossible to conduct the desired operations to a conclusion in the season of 1867-68.

Preparations to be made for 1868-69.

Arrangements in India reported.

These instructions had all been acknowledged by the middle of August, and Sir Stafford Northcote transmitted to the Foreign Office copies of the telegrams which he had received from Mr. Fitzgerald, stating that he had sent for Colonel Merewether, in order that he might confer with him; that some officers were about to proceed to Massowah, for the purpose of collecting information; and that other officers were to be despatched to Bussorah, Bushire, and Mokha, in order to collect transport animals. Mr. Fitzgerald had suggested that some communication should be made to the Turkish and Egyptian Governments, requesting that their officers might be instructed to facilitate the proceedings of the British functionaries, and, generally, in any preparations which it might be desirable to make for the expected Expedition; Sir Stafford Northcote thereupon expressed to Lord Stanley his wish, that his Lordship would take the necessary steps for this purpose; and suggested that measures should be taken to facilitate the collection of carriage cattle in Egypt itself; all this was accordingly done.

Colonel Merewether arrives at Bombay.

Colonel Merewether arrived at Bombay towards the end of August, when his services were placed at the disposal of Sir R. Napier, to conduct the reconnoissance ordered on the coast of Abyssinia, preparatory to the despatch of the Force.

The following officers were, at the same time, attached to the Expedition, and directed to place themselves under the orders of Colonel Merewether :— Officers composing the Reconnoitring Party.

Lieutenant-Colonel Wilkins, Royal Engineers.
Captain Goodfellow, Royal Engineers.
Lieutenant Jopp, Royal Engineers.
Major Baigrie, Assistant Quartermaster-General.
Captain Pottinger, Royal Artillery.
Major Mignon, Assistant Commissary-General.
Lieutenant Hennell, 18th N. I.
Lieutenant Mortimer, R. H. A.

Upon each of the principal officers was to devolve the duty of drawing up separate reports of the proceedings of the Expedition relating to his own department. These reports were to be addressed to Colonel Merewether, who was to forward them with his own report to Sir Robert Napier. Duties.

Colonel Merewether was, at the same time, informed that the Expedition would consist of a force that might be stated in round numbers to be 4,000 British, and 8,000 Native troops, with at least an equal number of camp followers, and 25,000 head of cattle of various kinds, and he was to assume that one-fourth of the number might arrive together or within very short intervals.

Sir Robert Napier informed Colonel Merewether that the points requiring attention were a good harbour or roadstead ;—a good shore for landing ;—a plentiful supply of good water as near the beach as possible, and a report, as far as ascertainable of its quality at all seasons ;—a convenient, healthy locality for the depôt of stores on first landing, with room for the sheds, encampment of troops, picketing of horses and other animals, immediately after their being landed, and pending their removal to a greater distance ;—a suitable situation for the camp of troops to protect the depôt on shore ;—a position, which would not interfere with the encampment of the troops, for that of the native followers who would probably remain during the Expedition, as well as those who might merely halt there on their way with the force, and a position for collecting and organizing the land transport for the force as it was gradually landed, where large numbers of cattle could be picketed, fed, watered, and herded for pasture in the day, and some protection for the cattle thus collected up to the time that the advanced brigade was established at a post on the high land. An elevated spot was to be looked for on this account ; the situation depending upon the existence of natural forage, water, and salubrity. Instructions issued to Reconnoitring Party.

Much more value was attached by Sir R. Napier to the attainment of a convenient point of debarkation, and of an easy march to the healthy and cooler high land through a tract supplied with water and forage, than to any saving of distance by striking the probable line of advance a little further on in the direction of our march to the capital of Theodore. There would be little value in a gain of distance which would detain our troops in the low land, as it was not proposed to take any but pack carriage beyond Post No. 2, viz., the first post on the high land, up to which point, however, it was proposed to open a cart-road for artillery and stores, as soon as it might be possible. Point of debarkation.

The reconnoitring party were warned by Sir R. Napier that it would be necessary to establish and provision several posts of considerable strength, and to maintain the communications, which, during the passage of the force, would be improved, and that it would be inconvenient to expend this labour on a line which would be untenable in the hot weather.

With reference to the communication between the landing place and the high land, the party were to find a track which, taking advantage of any natural facilities of the country, might be made passable for wheeled carriages with moderate labour, while a more direct route might be found for pack carriage.

Reconnoissance ordered.

After the foregoing general points had been considered and disposed of, the officers of the Engineers' and Quartermaster-General's Department were directed to make a rapid reconnoissance of the country for a space of from five to ten miles radius from the landing place, according to the nature of the ground, and prepare such sketches of the routes as they could make without too great a detention.

It was of course desirable that the reconnoissance should be extended as far into the high land of Abyssinia as might be practicable, but in this matter Colonel Merewether was to be guided by his knowledge of the country so as not to compromise the safety of any of his party. The first examination was to made at Annesley Bay, because it was the nearest point.

Duties extended.

It was at first intended that the reconnoitring party were to be despatched solely to make a reconnoissance. It was, however, afterwards decided to entrust to it the responsible duty of determining finally the point of debarkation.

Lieutenant-Colonel Phayre nominated to accompany Reconnoitring Party.

The instructions for the reconnoitring party were consequently extended, and Colonel Merewether was informed that Lieutenant-Colonel Phayre, Quartermaster-General of the Bombay Army, would be added to the party, and that a Committee was to be formed composed of Lieutenant-Colonel Merewether, as President; and of Lieutenant-Colonels Phayre and Wilkins the Senior Naval Officer; and the Senior Medical Officer, as members, to decide on the point of debarkation.

On all points not connected with the port and landing places the same Committee was to be formed with the exception of the Naval member.

The following points of information were to be obtained:—

The nature of the supplies, description of grain, and natural forage for horses and camels in the country between the port and Antalo, also in Lasta and Zobul.

Arrangements were to be made to engage the services of any of the tribes on the coast, for securing communications, and the protection of forage parties or cattle, and for securing the transport of supplies by local carriage, from the coast for such distance inland as might be safe for such description of carriage; and inquiry was to be made as to the nature and extent of carriage obtainable for purchase or hire, and how any obtained would be equipped with gear and drivers.

With reference to the respective duties of the officers of Royal Engineers and the Quartermaster-General's Department, the more especial duties of the former were to inquire into the capabilities of the shore for construction of landing piers, floating wharves, shelter of all kinds, wells for water, &c., and the military value of any position selected as regarded defensive facilities or security from approach; also the security in position of the selected posts for securing the communications and general reconnoissance

Sir Robert Napier relied on the cordial and harmonious working of all officers to subdivide the general work to the best advantage, and he particularly desired every officer connected with the reconnoissance to be strictly guided by the instructions and wishes of Lieutenant-Colonel Merewether, who was to be responsible that no unnecessary risks were run, and who was authorised to take into employment such portions of the tribes necessary and expedient for guards, forage parties, and escorts, should he be of opinion that they could be made useful and were trustworthy, making any communication necessary to the Egyptian authorities.

He was further authorised to withdraw the company of Sappers at Aden, and to take any timber or materials in the Engineer Department required for landing places, &c.

He was informed that the whole or a part of the first brigade would probably leave Bombay about three weeks after the reconnoitring party for the protection of the depôt, and until their arrival the reconnoitring party was never to be left without the services of a steamer in attendance.

The first point that had to be attended to was that the spot selected for disembarkation was so situated as to give facility for approach to vessels drawing a considerable quantity of water, with good anchorage and natural protection, and with ample space, where a considerable number of vessels of large size could lie during the time they were awaiting discharge. The officers of the marine who accompanied the party, if a spot was found which was favourably circumstanced as regards extent, holding ground, protection from storms, &c., were to take the necessary soundings to buoy the approach if required, and to establish such landmarks, &c., as should enable vessels to reach the anchorage without danger.

There were to be, if possible, several points of landing, at sufficient distance from each other to avoid crowding, where, if facilities existed for the purpose, temporary jetties of stone were to be constructed of sufficient width for the landing of heavy stores. A sufficient number of lighters, planked and lashed together, to form floating piers, and steamers and barges were to be provided for the disembarkation.

It was an object, therefore, not only to secure a sufficient space for the transports, but, if possible, a spot where there would be a sufficient extent of shore to provide facilities for constructing several landing places, so as to permit of the disembarkation of men and stores at several points at the same time.

The position of Annesley Bay appeared to offer great advantages; but the attention of the naval officers was directed to the north, from which quarter strong gales were often experienced, and the position of a fleet under such circumstances in a deep bay extending for some miles inland, and with no exit but to the north, might be one of extreme risk. Even if there should be no probability of danger, still a continuance of north winds might make disembarkation difficult. Inquiries were therefore to be made as to the prevailing winds at the period of year when it was proposed the disembarkation should take place, and their effect on the waters of the bay.

As soon as the point of disembarkation was decided on, measures were to be adopted to give effect to that decision. No time was then to be lost in communicating it to Captain Willoughby* at Suez, and to the British Consul there, in case of the absence of Captain Willoughby and the officers who had accompanied him, and also to the Consul-General at Cairo, with a view to the information being telegraphed without loss of time to the Government and to the Secretary of State.

Captain Willoughby or the officers acting for him were to be directed at the same time to send the animals they might have collected to the selected point without delay. As an alternative means of communication, the despatch boat was to be sent to intercept the first steamer in its passage to Bombay, and for this purpose of speedy communication all steamers leaving Aden or Suez during the continuance of the expedition were required to be on the look-out for any vessel that might from time to time be despatched by Colonel Merewether off the island of Jebel Tir.

The attention of Colonel Merewether was directed at the earliest moment after the selection of the point of debarkation to the probabilities of our obtaining from

* Captain M. W. Willougby, Deputy Assistant Commissary-General, Bombay Army, had been despatched to Egypt to purchase transport animals.

the country transport animals, labourers, and supplies. He was authorised to enter into arrangements with the chiefs of the neighbouring tribes with this view, and he was to report the fullest information on this point by the speediest means.

With reference to the establishment of a depôt of coal, Colonel Merewether was to secure whatever supply might be available at Massowah belonging to the Egyptian Government or steam companies, and on his passage through Aden, he was to give directions for the shipment of as large a quantity as he could obtain from thence, and its despatch to Massowah, where the master of the vessel would find directions as to the point to which he was to proceed for discharge.

It was hoped that means might be found to establish a telegraphic wire between Massowah and Suakin, to which post the Egyptian line was either formed, or in process of construction. Even if this were not so, there was stated to be constant steam communication between Suez and Suakin, and it might be possible to make arrangements with the Pasha at Massowah for the establishment of a regular camel dawk between these two places.

A sufficient strength of Sappers and Miners and of coolies was to be despatched from Bombay in about three weeks after Colonel Merewether's departure, with a guard for the animals that about that time would begin to arrive or be collected, and active preparations were to be made for the reception of the forces which were to follow. For this purpose the materials for six large Commissariat sheds were sent from Bombay, as also a tramway and wagons to be used for the debarkation of stores, and a large supply of timber.

As information had arrived that a letter from Lord Stanley to King Theodore, announcing the despatch of the force under Sir Robert Napier, would reach Aden about the 26th of September, the despatch steamer was left at Aden to bring this letter on to Colonel Merewether as soon as it arrived. The same steamer was also to bring the announcement that Sir Robert Napier had taken the command of the liberating force. Colonel Merewether was at liberty to enter into communication with any of the native chiefs, who, he might think, would be able to render us assistance, but he was to reserve the completion of any convention or other act regulating our relations with the chiefs until the arrival or receipt of instructions from Sir Robert Napier.

The friendly co-operation of the Egyptian Government in all the preparations that it might be requisite to make had been secured, but Colonel Merewether was to take care to make it evident by all means that the force was not acting in alliance with, or in the interest of, the Egyptian authorities, but in our own quarrel and for our own objects alone. Colonel Merewether was further authorised to make any necessary expenditure on behalf of the Government to conciliate the population and secure their goodwill.

Departure and strength of the Reconnoitring Party.

On the 15th September, 1867, the reconnoitring party, as per margin, embarked on board the vessels named, but owing to detention for despatches, did not leave Bombay Harbour till daylight on the 16th. Owing to high winds and a rough sea, the vessels did not reach Aden until the evening of the 26th.

Steam-ship "Euphrates":—
- Lieut.-Colonel Merewether, C.B.
- „ Phayre, Quartermaster-General.
- „ Wilkins, R.E.
- Major Mignon, Assistant Commissary-General.
- „ Baigrie, Assistant Quartermaster-General.
- Captain W. Goodfellow, R.E.
- „ Pottinger, R.A.
- Lieutenant Jopp, R.E.
- „ Mortimer, R.A.
- Assistant Surgeon Martin.
- 1 Company, Marine Battalion.
- 8 Men, Sappers and Miners.
- 3 Draftsmen.
- 5 Guides.
- 35 Tent Lascars.
- 45 Public followers.
- 49 Private „
- 18 Horses.

"Coromandel":—
- Lieutenant Hennell.
- Surgeon Lumsdaine.
- 40, 3rd Cavalry.
- 149 Mules.
- 91 Public followers.
- 45 Private „

The steam tug "Sind," which left Bombay in company with the two other steamers,

put back, owing to the state of the weather. She was, however, replaced by the Peninsular and Oriental steam tug "Saada," hired for a month. This and a barge laden with coal (about 200 tons) accompanied the party to the Abyssinian coast.

Arrival at Massowah.

Colonel Merewether arrived with his Committee and escort at Massowah on October 1, where he remained on the 2nd, and investigated the port and its neighbourhood. It was found that the water near Massowah was totally insufficient for the sustenance of a large force, and that the nearest running water could be reached more quickly and conveniently from Annesley Bay. The reconnoitring party accordingly sailed to that harbour, and landed on October 4 at Malkatto, a supposed watering place in the delta of the Hadās torrent, near Zula, the ancient Adulis. Here appeared a convenient landing place, except that the western coast of Annesley Bay trends so gently to the water that boats could not approach the land, and a great part of the shore was covered by water at spring tides. The vicinity of the mountains through which a road had to be found to the highlands, and the reported presence of some water, decided Colonel Merewether to select Zula as the landing place for the army. The horses and animals were disembarked with some difficulty, and preparations were made to survey the neighbouring country.

Zula selected as a landing place.

Measures for lighting the entrance to the harbour.

On the recommendation of the Hydrographer to the Admiralty, measures were taken for sending a staff of Surveyors, with beacons, lanterns, and other gear for lighting and buoying the entrance to the harbour of debarkation from England and Malta. Her Majesty's ship "Star" was sent from Bombay to the African coast of the Red Sea to be employed on this service.

The information of the selection of Annesley Bay was communicated at once to the Consul-General at Cairo, who telegraphed it to the Home Government on the 14th October, and further reported that letters received from Magdāla, dated 7th September, and Debra Tabor 11th August, reported the captives all well, no change in their condition, and the King continuing his course of frightful cruelty.

Colonel Merewether reported his arrival at Massowah, as before stated, on the 1st of October, in the steamer "Euphrates," and that the steamer "Coromandel" had proceeded to the island of Dessi, the rendezvous at the entrance to Annesley Bay.

On the way up, when passing through the narrow passage between the Dhalak group and the mainland, the "Euphrates" had scraped several times on a coral reef, about 9 miles south-east of Shumma Island, but was cleared, and got again into deep water. It was reported that the navigation had been most carefully attended to, the lead had been kept going, and a cast had been taken half an hour before, when no bottom was found at 25 fathoms. On clearing the reef, the water rapidly deepened to 5, 8, 15, and then no bottom at 60 fathoms. The cause of the accident was said to be a very strong current running to the north-east. To avoid reaching Shumma (a low island, very difficult to be distinguished at night) before daylight, the speed of the steamer had been slackened. The island was then 34 miles distant. Allowance had been made for the current, which had been noticed, but not supposed to be so strong as it proved. There was an experienced pilot on board, who for several years had been employed solely on this line. The slow rate at which the steamer was going, and her having a heavy barge in tow, probably made the drift greater than it would otherwise have been. The night was dark. Luckily, there was no swell. The Captain was on deck when the vessel first struck, and made prompt arrangements for getting her off. The wells were sounded, and no increase of water found in them. After waiting till day broke, she steamed on for Massowah. The vessel's bottom was examined by divers, and it was found that she had sustained no injury.

Coral reef near Shumma.

It was clear from this accident that, with the greatest care, there was much risk in steam vessels attempting to pass the narrow passage near Shumma, especially if they had anything in tow.

There was good anchorage in 9 to 10 fathoms of water off the island of Ajuzeh in Howakil Bay, and vessels could remain there during the night, and proceed on their course at daylight the following morning. The "Coromandel" anchored off Ajuzeheh on the night of the 30th of September.

Colonel Merewether recommended that there should be a light on Shumma, and another on the north-east end of Dessi, in case any steamer should be required to run through at night with despatches, and he arranged with the Transport Agent on board, to proceed and put them up. It was reported that the channel into Annesley Bay, coming from the south, was between Dessi Island and the mainland. There was one rock about 6 feet above the water in the passage, but there was plenty of water between it and the mainland, so that, if vessels left it on the starboard hand, they would have a safe course. A light was also placed on this rock. When transports began to arrive, a small steamer was appropriated to show the way into Dessi channel.

Proceedings at Massowah.

On searching Massowah, the Consul there, M. Münzinger, reported to Colonel Merewether that no letters had been received from Magdāla since those of the 27th July, which had been forwarded to Bombay. They arrived at Massowah on the 14th of August, so that six weeks had then elapsed since any messengers had come; but this was merely owing to the road through Lasta not being safe, causing the messengers to wait or make a more circuitous route.

Exploration of route from Amphila Bay to the Salt Plain.

Prior to the departure of the reconnoitring party from Bombay, M. Münzinger had explored the route from Amphila Bay, on the coast of Africa, to the salt markets.* M. Münzinger left Massowah on the 9th June, 1867, on board the Government steamer "Dalhousie," accompanied by a Swiss and seven native servants, all provided with fire-arms. On the 10th he disembarked on an arid spot on the shore of Amphila Bay, and, following the coast, he reached the village of the same name, then consisting of about 10 wooden houses and a similar number of tents, and built on rising ground 50 feet above the level of the sea. The inhabitants belonged to the Hadarema tribe of Afer, though the Dumheito held sway over the entire coast as far as Eid.

Fridello.

M. Münzinger met with a friendly reception, and on the 11th, he crossed a plain covered with herbage, and reached Fridello, the residence of the Dumheito Chief, hidden in a forest of babul acacias. It was only after lengthy negotiations, continued during four days, that M. Münzinger was able to prosecute his journey. He bought four mules, as an exorbitant price was demanded for camels, and started on the afternoon of the 15th, after he and the Chief had gone through the ceremony of swearing eternal friendship.

On the first day of his journey he crossed a sandy plain, and in the evening entered the hills, and encamped at Sugo, where water was found at a depth of 6 feet. A few gazelles and wild asses were seen, and many fossiliferous rocks observed.

Sugo.

Didik Pass.

Not far from Sugo a steep ascent led to the Didik Pass between the Red Sea and the inland basin of the plain of salt. High mountains were seen to the north and south of the pass. The country belonged to the Dahimela tribe, a few of whose tents were passed on the road.

On the 17th he continued his route down a torrent, the surrounding hills being barren, but affording pasturage for goats. Leaving the torrent M. Münzinger crossed an

* *See* map of Abyssinia in separate cover.

arid, stony plain, and then descended into a deep ravine, where he found water at a depth of 4 feet, the only vegetation consisting of stunted acacias. In the evening the journey was continued. The ravine gradually widened, and was covered with luxuriant vegetation. Boulders rendered marching along it very difficult. A plateau, about 100 feet above the bottom of the ravine, was found to be perfectly level, covered with fragments, of shells, and without a tree or shrub. The night was passed in the ravine at Woraris, where palms marked the course of the torrent. Woraris.

On the 18th he crossed a plateau of gypsum, full of crevices, and covered with fragments of shells, quartz, and pieces of transparent talc. On reaching its edge he saw below him the Plain of Salt, bounded on the south by the volcano Artali, and extending northward as far as the eye could reach. Far towards the south-west the Abyssinian Alps rose above the vapour, which during the hot seasons hung over the plain. A descent of 100 feet led to the plain, fringed by a line of palm trees, which the Wayto inhabitants tap for palm wine night and morning. Water was abundant, but brackish. A hot northerly wind, laden with particles of salt and clouds of dust, blew during the day. Plain of Salt.

The march was continued during the night. The first part of the Plain of Salt was reported sandy, but by degrees the soil assumed a greyish tint; then followed a tract resembling a ploughed field covered with hoar frost, until at length masses of salt give it the appearance of a lake frozen over. M. Münzinger described it as a pleasant ride, owing to a cool breeze from the north, and the hard soil made marching easy. Near the isolated hill of Asaly, which rises in the middle of the salt plain, some men were found at work, and near them M. Münzinger stayed during the remainder of the night. Asaly.

At sunrise on the 19th June the journey was resumed in the company of a caravan, including heavily laden camels, mules, and asses, and women and girls carrying salt. The plain to the west of Asaly was found to be swampy, the caravan route through it being marked. Palms, and a plateau of gypsum, bound the plain on the west, as they did on the east. The night was passed at Handeda. Handeda.

On the 20th, M. Munzinger followed the Saba torrent, where there was said to be running water always. The ascent was gentle, but numerous fragments of rock impeded the march. Vegetation increased with the elevation. A caravan of 200 camels and 400 to 500 mules was met on the road. At Magdāla, M. Münzinger left the Fisho (Efisso) road, and turning off to the left, passed through the narrow defile of Imba, bounded by walls of rock 200 feet in height, and in the evening reached Edelo. Edelo.
Thence he passed over to Ala, a salt market belonging to the Dumheito. M. Münzinger found the market attended by 3,000 people from the coast and the Abyssinian table-land, which latter he might have reached in half a day. Ala.

On the 25th June, M. Münzinger began his return journey, and travelling by way of Edelo, Saba, and the Oasis of the Ragule, near the hill Mara, reached Howakil Bay on the 5th of July, and proceeded thence by land to Massowah, where he arrived on the 9th of July.

On the arrival at Massowah of the reconnoitring party, the Kaimakan (Egyptian Governor), called on Colonel Merewether, and offered every assistance. He said no orders had reached him from Egypt, but Colonel Merewether informed him that instructions had been issued by His Highness the Viceroy's Government, and that he would doubtless shortly receive them. The coal he had in store was very little, only 250 tons, but that he placed entirely at Colonel Merewether's disposal, to be returned in kind. Fortunately the Chief of the whole coast country was in Massowah on business. This man attended on Colonel Merewether; also a brother of the Naib of Arkiko, whose power extended over the whole country round Zula (Adulis), and Proceedings of reconnoitring party at Massowah.

over the Shohos for some distance to the south. The Kaimakan said the telegraph to Suakin was not working; that a number of wooden posts between Khartum and Suakin had been eaten by white ants, and they were waiting for metal posts from Europe before the line could be set up again.

The Governor-General of the Sudan, Jaffir Pasha, had been in Massowah a few days before, but had been compelled to leave for Suakin to see after the telegraph.

Agents sent to the Bogos and Takue.

M. Münzinger, the Consul, had despatched agents to the Bogos and Takue to the west, and down as far as Eid to the south. He said that he would be able to get 3,000 camels by the 15th December, and probably many more besides, but he would only speak positively of the above number. Directly he could be spared from the reconnoitring expedition, it was arranged that he should go to Edd by steamer, and afterwards to Kassala by land, to expedite the arrival of the camels as much as possible. Mules he was not so sanguine about; very few had lately come down from Abyssinia, but it was not improbable that, when intelligence of the demand reached up country, and of good payments having been made, many more would follow.

Interpreters.

The services of two interpreters were obtained at Massowah: one spoke English, Arabic, and Amharic; the other, an Abyssinian priest, of the brotherhood of Axum, French, Arabic, and Amharic. Men who could speak Arabic and Amharic were also procurable, and M. Münzinger engaged twelve, of whom four were placed at the disposal of each department—Quartermaster-General, Engineer, and Commissariat.

A messenger arrived from Church Hailo, the King's Governor of Hamazen, to ask what was going to be done, and if war was to be declared against the King. He was told, in reply, to return at once to his master, and inform him that, if he wished to be friendly, he should at once send a confidential person, authorised to explain his views, to whom an answer would be given. Church Hailo had paid no revenue to the King for the last two years, and was therefore anxious to break with him.

Heavy rain fell at Massowah early on the morning of the 2nd, the first that season, and more was expected. The fall only lasted for about half an hour.

Everything having been settled, the party left Massowah the following morning, and steamed down to the "Coromandel," which was at anchor off Dessi Island, on the east side, near the village. All then proceeded together into Annesley Bay, to a point about half way up to where a village called Ad-Negus, or Negussich, was said to be. Here they anchored and went on shore. It was reported that the village was 1½ miles inland, and water plentiful. On landing they observed that the wells at the village were damaged, and had not been repaired; but there were other wells about 1½ miles from it. They found about fifty or sixty sunk in a narrow rocky watercourse. The depth of the upper one was 32½ feet, with 5 feet of water in it; diameter about 2½ feet. Numbers of camels, bullocks, cows, and goats were said to be daily watered at this place; but it seemed probable that, if the upper well was once exhausted, the lower ones would yield little or no water. The distance from the shore was great; and the country around, though showing still signs of the grass of the last season, was not inviting, being very stony.

Proceedings at Annesley Bay.

Wells.

The wells were due east of the anchorage, and vessels could lie within a mile of the shore. The landing-place was good and sandy. The bottom at the anchorage was rocky, depth of water 17 fathoms. In returning, they visited the village, and learned from the inhabitants that after rain had fallen, grass sprang up rapidly and became plentiful. The situation was reported perfectly safe; there were few people in the country, and those friendly.

Examination of eastern coast.

Next morning they crossed the bay to a point nearly east of Zula, and after

examining the coast in the tug "Saada," pitched on a place where the steamer could come to anchor within three quarters of a mile of the shore. The bank was found to be low and flat, and the water shoaled suddenly at about 200 yards from the high-water mark, going from 7 to 5, and immediately to 3 feet; but the bottom was mud on hard sand, so that, once arrived at the shallow part, horses and mules were put into the water and walked on shore. Fresh water was found about a mile from the shore, in a branch of the Hadas; that river had come down the day before. The water was running when first seen by Colonel Phayre, but ceased to flow afterwards, leaving, however, a supply in holes.

Landing of horses and stores.

All the horses from the "Euphrates," and some stores, were landed that afternoon, by means of the large barge brought from Aden, which was towed by the "Saada" to the shoal water, where the horses walked from the barge down a platform 30 feet long, set up from material brought from Aden. This answered very well for the first trip, but directly the barge was removed, the platform, being partly made of iron, sank, and could not be raised again without greater delay than could be afforded. Mules were also landed from the "Coromandel," in a native boat. Unfortunately there were very few boats of the class required to be got at Massowah. Two only were procured, and one was employed with the platform and sunk. The next day all the horses and mules from the "Coromandel" were landed, with stores from both ships. The horses were conveyed to the shoal water in the barge, and then slung into the water by a derrick on board the "Saada." All reached safely but one, which, scared by the glare of the sun on the water, turned from the shore, and tried to swim out to sea, boats were sent to his assistance, but he was drowned before he could be got to the shore.

Zula visited.

The party went, on the morning of the 5th, to the village of Zula, about 4½ miles from the shore, and found there were no wells there: the villagers drew their water from where the temporary camp was. It appeared that what Colonel Merewether understood to be wells when he visited the place in January 1867 were holes filled with rain-water, then falling almost daily. The villagers had never sunk wells, they said, preferring to bring water from the distance of 3½ miles, as there they got it close to the surface. The party went to the edge of the torrent, and, on the banks opposite to the ruins of Adulis, marked off a spot for a well, at which the villagers were set to dig, to find out at what distance the water could be reached.

The large plain of Zula was then barren, the grass of last cold season was said to have either dried up or been consumed by the numerous flocks that grazed there; but even with the small fall of rain they had lately had, Colonel Merewether reported that fresh grass had already begun to spring up, and he considered that in a month the whole plain would be green.* There was said to be plenty of dry grass on the Gedem mountain, about 20 miles off.

Examination of southern shore of Annesley Bay

Araphile.

On the 6th they proceeded in the "Saada," and made a close examination of the southern shore of the bay. There is deep water, 7 and 8 fathoms, close in, all the way round; and on the west side they saw several places offering facilities for landing equal to or even, in some places, greater than where they were, but they were further removed from the fresh water. At the south end of the bay there is another place, called Arāphile, where there were some wells about 300 yards from the shore. There was a small detachment of Egyptian troops there.

On inquiry about water supply, it was stated that a running stream existed

* Colonel Merewether's report to the Secretary to the Government of Bombay.

about 12 miles to the westward of Zula, at a place called Wiah. At daylight on the 7th an exploration was made in that direction. From the sea-shore to Zula, and for 3 miles beyond, the same clear open plain was followed. They then entered the Hadas, passing shortly afterwards through a gorge near the south-western point of the Gedem hill, where that river had forced its way through. Leaving the Hadas to the left, the road was a mere cattle-track, over hard ground amongst low hills, occasionally crossing dry watercourses, tributaries of the river, for about 4 miles. It then entered a torrent, the bed of which it followed for the remainder of the way. This part was rough, from large stones and irregularities. At a little under 16 miles from the sea-shore, four hours marching, they came on the water, a clear running stream. There were two channels. They went to the head of one, and found it a natural spring coming from the side of a hill, and running swiftly down into the bed of the torrent. The Arkiko Chief and people of the country who were with them said the flow was perennial, never known to dry even in the hottest weather, and, judging from the way it was running, the supply might be inexhaustible.

The Hadas.

Wiah, though inside of low hills, was clear of the large range and within Egyptian territory. There was, therefore, no danger whatever in occupying the position. There was no forage immediately near, but there was grazing ground in the neighbourhood, and grass was springing up since the recent rain. Wiah was on the road to Hamhammo, and the passage by the Hadas to Tekonda.

Wiah.

Lieutenant-Colonel Wilkins, furnished a sketch map of the bay, showing the points that had been selected and actually visited, with an average section of the sea bend at the landing-place. More boats were said to be coming from Massowah, and letters had been written to Suakin and Aden, for others to be sent without delay, to assist in obtaining suitable material for the piers from the opposite coast. Barges of light draught were required from Bombay; artificers were also particularly needed. At this time, the health of the troops was excellent. The heat was great during the early part of the day, until the sea breeze set in about noon. The mules had, however, suffered from the great heat between decks on the voyage.

Health of troops.

The Committee were unanimously of opinion that the best place for the disembarkation of the force was in Annesley Bay on the western shore at a point nearly east of Zula. It commanded good anchorage for any number of vessels of the largest size; as a general rule, 7 fathoms of water deepening to 12 and 15. At less than a mile from and along the shore was found for miles good mud and sand holding ground. The vessels lay in 7 fathoms at 600 yards from the shore. The water shoaled abruptly about 200 yards from the beach, from 5 to 3½ feet. The rise and fall of the tide observed was 2½ feet; springs had yet however to be noted.

Opinion of Committee on landing place.

Annesley Bay recommended.

The Committee reported that there was a supply of excellent fresh water within a mile of the shore, found in a branch of the Hadas, and renewed by occasional descents of that river, especially from October to March. Pits were sunk two or three feet below the surface of the ground, and the water was said to freely flow in. Water also was reported to be procurable by digging all along the Hadas. At 16 miles from the shore there was a running stream from a spring yielding a plentiful supply of very good water. This was said to be perennial. Forage was very scarce, but after more rain had fallen, the Committee thought it would be plentiful.

Water supply.

Zula.

Zula was situated in a large open plain, some 17 miles long by 12 at the greatest breadth; the extent of ground available for encamping troops was, therefore, very large, the soil generally hard alluvial. The country belongs to the Egyptian Government. The Committee stated that they considered it the best place that could be

found for the disembarkation of troops, carriage, and stores, but added that troops and cattle should be kept there only as short a time as possible, as, though open, the position was low, and the climate on the shore of the Red Sea was trying, even in the cold season, and epidemic diseases had been known to break out among mules and horses. From Zula, the Abyssinian mountains are close by. The tract of country to be crossed before reaching the hills is insignificant, and the easiest approaches to the plateau of Abyssinia are commanded from it.

Commanding Engineer's report.

The Commanding Engineer reported on the 8th October, that there were no materials on shore or within easy reach, to make piers; no timber or stone. As soon as the native boats arrived, they would be employed in bringing stone from the opposite shore, near Negussieh, which would enable his Department, as soon as the Sappers and Coolies arrived, to commence the formation of a pier; but these means would be insufficient to provide in due time for the disembarkation of the main force, and it was necessary that the material for three piers should be prepared in Bombay, and forwarded as soon as possible. This was accordingly done.

Piers.

He stated that piers at least 700 feet in length would be required to obtain a depth of five feet at low water. By register taken, 2½ feet rise and fall of tide was shown, and pilots had stated that at springs the rise and fall was 5½ feet. To obtain, therefore, a depth of 5 feet at the pier head at low water, the piers must be 12¼ feet above the mud. He suggested that, under these not very favourable circumstances, pontoon piers, or piers formed by stages supported on barges of equal dimensions, would be the simplest and most expeditious method for adoption, the tails of the piers being built of stone for a couple of hundred feet from the shore. The Commanding Engineer further represented that, if piers and sheeting of Zanzibar rafters, and a few pile-driving machines, were sent up (the Zanzibar rafters from Aden), he could run out a pier, and the head could be formed by a barge or a couple of barges anchored broadside on. An average section of the sea-beach, as far as examined, was sent to Bombay.

Artificers and coolies were much required, not only for the piers, but also for works connected with the water supply, both at Zula and the more advanced post.

Tramway.

Four complete sets of tramway, with waggons, gear, and horses complete, for a length of one mile each set, were also applied for from Bombay, as such tramways would save a great amount of manual and animal labour in getting up stores from the pier to the camp, where the Commissariat, Ordnance, and Engineer stores were to be situated.

Marine report.

Soundings.

The officer commanding the "Coromandel," a vessel of the Bombay Marine, examined the roadstead and coast line in the vicinity of the anchorage, and reported that he had carried out several lines of soundings beyond the vessel, and found the water deepen regularly and gradually from the three fathoms line. At about 1,600 yards from low-water mark the depth was 17 fathoms. The bottom was for the most part mud, in some places slightly mixed with sand, and appeared to be good holding ground.

Accommodation in Annesley Bay for transports.

He had also sounded in the steamer "Saada" four miles south of the shipping, and found all along muddy bottom, with regular soundings and 17 fathoms about 1,700 yards from shore. He considered, therefore, that there was ample accommodation for a hundred vessels.

Shelter.

With regard to shelter from gales of wind, he considered the roadstead to be better protected than most, and to be as safe as many harbours, because it was almost completely land-locked, and the Dhalak Islands, stretching across the entrance of the bay, and the Island of Dessi, in the centre, protected it from heavy seas during northerly gales.

About four miles south of the anchorage there was a quantity of mangrove bush, and the spits about projected rather further; consequently, as a landing-place, it was not so

good. He considered it advisable to place small spit's buoys along the shore, to mark the shallow water, as in several places the depth within the three fathoms line was not regular. The "Euphrates" was anchored in 6¼ fathoms, about 600 yards from the beach, and the "Coromandel," in 10 fathoms, 700 yards from the beach.

Rise and fall of tide.

The rise and fall of the tide appeared to be about five feet; by the appearance of the shore he thought that the water rose at spring tides considerably above the then high-water level, perhaps two feet.

Lights.

With reference to the approach from seaward, a light near Shumma Island and one on the north end of Dessi would, he thought, make the bay easy of access during the night, but it was desirable, except in cases of great emergency, that vessels approaching at night should anchor outside. There was a fair anchorage off the north-east end of Ajuzeh, without running between that island and the one to the north of it.

Proceedings of the Reconnoitring Party from the 9th to the 15th of October.

From the 9th to the 15th of October the attention of the Reconnoitring Party was devoted to surveying the immediate neighbourhood, collecting information, and preparing for the coming force.

Hadoda.

As regards the first, a survey had been made Captain Pottinger, R.A., and Lieutenant Jopp, R.E., of the road between Zula and the running water at Wiah, taking in as much of the country on either side as was possible. It was found that, besides Wiah, a few miles to the left south of it, another running stream existed, giving even a fuller supply. This is called Hadoda, about 15 miles from the sea shore. Again, a little further to the left, but only about 12 miles from the shore, there was plenty of water in wells at 8 feet from the surface, at the mouth of the Kumayli Pass. Wiah is 3¼ miles from Hadoda, and Kumayli wells about five from Hadoda at easy distance from the coast, where good water may be obtained for an unlimited number of cattle. Wiha is on the road from Zula by the Aligedi to Kayakhor. Hadoda is on the line of the Hadas for Halai and Tekonda, and the Kumayli Pass leads to Senafè. So that, having possession of these three points, the three easiest and most direct roads into Abyssinia proper are commanded. There was a great absence of forage at these places, but the dry season was just over; directly rain fell regularly, as it was expected to do, Colonel Merewether thought that grass would spring up every where and jowaree fields be cultivated.* The people had already commenced ploughing in anticipation.

Kumayli Pass.

On the 13th and 14th, Colonel Phayre proceeded with M. Münzinger, and surveyed the Kumayli Pass. At the entrance, about 12 miles from the shore, there were two wells, having a plentiful supply of good water. At about 8 miles from the Kumayli Pass, they came to a narrow gorge having a running stream through it, extending for a distance of 2½ miles, and having perpendicular cliffs on either side. The road, over huge rocks, was very bad. Beyond the gorge was a more open valley, and the people of the country said that from that point to Senafè, distant about 30 miles, there was no impediment whatever. This was undoubtedly the easiest approach to Abyssinia proper; it was the line followed in the olden times by the Greeks; ruins of their station were still to be found in the pass and near Senafè. But there was no disguising that the 2½ mile narrow gorge was a great drawback. It might be made simple to traverse; but it would be always liable to be filled by a rush of water down the torrent after rain had fallen down the higher hills, and nothing once caught in the torrent could escape. Of course this could in a measure be obviated by watching and not allowing parties to move when rain threatened, but it was certainly an objectionable point in the route.

* Colonel Merewether's report of the 15th October, 1867.

The Shohos, who inhabited the neighbouring hills, and who brought their flocks and herds every cold season down into the plains to pasture, were beginning to appear. The chiefs of several tribes had paid their respects and professed themselves ready to assist in every way. They came by the Kumayli Pass. Colonel Merewether did not consider it expedient to entertain any of these people, but the chiefs all received small presents with promises of more should their assistance be required and properly afforded. Shohos.

This plain and the hill foot to the west having been sufficiently examined, they proposed now taking Araphile and the line to the west. Above a line drawn across the foot of Annesley Bay the drainage of these mountains are generally north to north-east. South of that line it turned more east and south, all waters draining toward the large salt plain west of Amphila. Araphile runs at the south-west corner of Annesley Bay.

A site was fixed upon at Zula for the Commissariat Depôt, near the sea-shore. It was on an open part of the plain, as high as could be obtained without going to too great a distance, and only about one mile from the sea. The supplies could be stored here in any quantity, and in perfect security, but water obtained by digging pits in the bed of the branch of the Hadās, and which at first promised to be plentiful, began to show signs of failing. The Cavalry and chief portion of the detachment of the Marine Battalion were consequently moved out to Hadoda, and the drain was thus relieved a good deal. Site for Commissariat depôt. Cavalry moved to Hadoda.

Colonel Merewether was of opinion that, though the Commissariat Depôt would be formed at Zula, it would never be necessary to keep any number of troops or cattle there for any time. They would, he considered, be landed and rapidly passed on to the watering places ahead, but there must be some certain provision for them whilst in transit, and for the depôt people themselves, irrespective of the doubtful supply from the wells at Zula. This could, he thought, be arranged by having the condensers, which were ordered to be set up in Bombay, sent *at once*, as they would keep up a supply independent of that in the wells, and be sufficient; as many iron tanks as could be furnished were asked for at the same time. The four-feet cube was said to be the most handy, holding 400 gallons of water. These were to be placed on the shore and kept filled from the condensers. The party had three from the "Euphrates," and found them of great value. Colonel Merewether recommended that instructions should be given, that every steamer leaving Bombay should be so fitted as to be able to condense while at anchor and, if not so prepared, that they should be provided with piping that they might rig up the apparatus on arrival. Tanks and condensers applied for.

The trial well near Zula had, by the 15th of October, reached 30 feet without water being found, but the native diggers were sanguine, and pronounced it to be near.

Boats were employed bringing stone from the opposite coast for the pier, and wood had been ordered to be cut for the same purpose. There was plenty of babul, tamarisk, &c., of fair growth, at the foot of the hills, which would come in most usefully. Stone for piers.

The first boat-load of camels arrived from Aden about this time. The Commissariat Officer had made a contract with the camel-supplier, under which the latter bound himself to convey and land the camels at Zula, with their drivers, for Rs. 210 each, including the cost of animal, hire of boats, and every other charge. This was considered to be a better arrangement than transporting them from Aden, and was not excessive in amount. The camels were examined and branded before embarkation. Arrival of first batch of camels.

The "Norna" brought 25 casks of dollars, each holding 2,000*l.*; these arrived Arrival of dollars.

most fortunately, advances for camels being required. 100 coolies also came by this opportunity from Aden.

Coal. The ship "Antoine D'Or," with 650 tons of coal on board, transferred from the Peninsular and Oriental Company at Aden, anchored at Dessi on the 10th, and was towed to Annesley Bay on the morning of the 11th of October. She sailed the whole way up from Aden without difficulty, and in four days. The "Antoine D'Or" was under charter, to be cleared within 22 days after arrival.

Proceedings from 16th to 18th October. On the morning of the 16th, Colonel Merewether, with Colonel Phayre, Captain Pottinger, Lieutenant Jopp, and M. Münzinger proceeded to Araphile. The road the whole distance, 15 miles, was along the shore of the bay, for the first six miles on the same alluvial plain as the camp. Then for three miles on a hard salt plain, evidently at times covered by the sea, until at the ninth mile the hot springs at Atzphat were reached. The supply of water was plentiful, but hot, so that the hand could just be borne in it, and very salt, unfit for human use; camels drank it freely, and it seemed to suit them well. At Atzphat, the hills come close to the sea-shore and from there to near Araphile, six miles, the road was over a narrow plain less than a mile broad, hard, but in some parts stony and rough, crossing small beds of dry torrents. There was also a good deal of stunted jungle, of babul and other shrubs.

Atzphat.

Araphile. Araphile was a small village of a few grass huts, belonging to the Rassamos, engaged in the salt trade from a small lake near, in Buri. There was at this time, at Araphile, an Egyptian outpost from Massowah of a company, 100 men with one small rifled gun, under the command of a captain, who received the British officers hospitably. Close to the village is an extensive plain, sufficiently elevated to be airy and dry, and adapted for the encampment of a force of several thousand men. A low range of hills bounds this plain, and after rain the latter is said to be covered with good grass. Excellent water was found by digging on the edge of the dry bed of a mountain torrent, which left the hills at a point S. 27° 30′ West, distant about five miles; the gorge there was called Asadha. In this gorge there was said to be running water all the year round. A short distance to the westward, in the same range, was another gorge, bearing from Araphile N. 82° W., named Wema (Uaima), in which there was also running water, but a little further inside the hills, near the Egyptian camp at Araphile, there were five wells belonging to the detachment; one of these was in the ditch excavated outside the square in which the soldiers were quartered. This well was some 20 yards away from the torrent, but the water was equally good and supply equally constant. Besides the above wells there were seven others belonging to the villagers, and when large herds arrived to graze in the cold season others were dug to meet the increased want, and never, it was said, unsuccessfully. This water was reached at 12 feet from the surface. The party embarked at 2 P.M. to return in the "Saada," but unfortunately, while coasting along to pick up the surveyors who had followed behind, the "Saada" grounded on a sand spit; the tide was ebbing rapidly, and she remained hard and fast. Colonel Phayre, Captain Pottinger, and Lieutenant Jopp landed at 4 P.M., and walked up to camp, 12 miles. An attempt was made at two the next morning to get her off with the aid of the "Euphrates" steamer, but fruitlessly. Colonel Merewether returned to camp at daylight in the "Euphrates," and then sent her back to try and float the "Saada" at afternoon flood.

Arrival of the "Sind" from Aden. The "Sind" arrived from Aden and Bombay at noon on the 17th, bringing the English mail of the 26th September.

On the morning of the 19th, Colonels Merewether, Phayre, and Wilkins, and M. Münzinger, proceeded in the "Sind" to the end of the bay, to examine the

gorges in which running water was said to be near Araphile. They visited the "Euphrates" *en route*, and found that, though they had succeeded in turning the "Saada" till her head was brought seaward, they had not managed to get her off.

Wema gorge.

They proceeded first to the Wema gorge, about 2½ miles from the shore, and found it very narrow, the road much obstructed by thorny jungle and boulders. The guides said the water was eight miles up the gorge, with a bad road. It was useless further examining this, so they passed on to the next, Asadha, about three miles further south, and to the entrance of which the water was reported to be much nearer. Asadha proved much more open, a broad river course, and for the first two miles after entering it the road was good enough. Rocky impediments were then met, the channel narrowed with hills 700 to 800 feet high on either hand, and at 2½ miles they came to the first water standing in the bed of the course. They halted here at 11·30 A.M., and, after resting a little, the torrent was examined further up. At half a mile a cascade was discovered, the water falling over a perpendicular cliff, about 50 feet high, into a sandy hole at the foot. The supply then, being the end of the hot season, was not very plentiful, but sufficient for several head of cattle. Many bulls and cows were met returning from drinking. Colonel Merewether considered that the supply must be much more abundant after a fall of rain, judging from the water-worn appearance of the cliff. No sign of forage. The distance of this cascade from the entrance of the gorge was a short three miles From the mouth of the gorge to Araphile and the sea-shore was about 3½ miles; altogether the whole distance was not much over six miles. They then left the water at about 3·30 P.M.; returning in the "Sind," reached camp at 9·30 P.M. Marching up the gorge, from 10 to 11·30 A.M., it was very hot, the breeze being on their backs, but in the shade of the rocks it was pleasant.

Hadoda to Hamhammo.

Major Baigrie reconnoitred from Hadoda up to Hamhammo. He reported the road practicable for everything but guns. The defects could be remedied, but would involve a good deal of clearing away stones and babul trees. The distance from Hadoda was seven miles. Water good, but scanty, from a spring trickling out of a rock in a gully 300 yards to the left of the Hadas. There was a place 150 yards higher up in which there was a hole dug, full of water, 12 feet in diameter, and 1½ to 2 feet deep, water continuing to trickle into it. This would water 60 to 100 animals a-day. Eight miles further on there was a strong stream of running water, very good, and ten times the quantity at Hadoda.

Arrival of Sappers.

At this time the "Coromandel" and "Sir John Laurence" arrived from Aden, with a company of Sappers and stores.

Proceedings from the 21st October to the 1st November.

On the morning of the 21st the party left the anchorage near Zula for Araphile in the "Sind."

They landed at Araphile and were joined by a detachment of the 3rd Light Cavalry, of 1 havildar and 10 rank and file, and also by a young Dankali chief, head of all the tribes between the coast line and Abyssinia down to Edd; also by the Chief of the Hazu branch of the Afer tribe, through whose country they were to travel as far as Ramote.

Route from Araphile to Ragule.

At 3·30 A.M. of the 22nd they left Araphile. The road at first took a nearly southerly direction over the plain. At three miles it passed over a narrow ridge of sheet rock and large stones, and then descended into an extensive plain called Wangabu. This was a dead level; during rain the water from the hills close on the right descends to it, and lodges, producing a good supply of grass. There was only scanty herbage, sufficient, however, for large numbers of antelope. Some wild ostriches were seen. At about 3½ miles, the plain was separated from another called Galāta by a rocky spur.

Galāta was found to be not so open as Wangabu, and was intersected by many shallow beds of dry torrents running from west to east, while the road was made much more difficult by stones and many thorny trees, chiefly babul, to avoid which much winding was caused and great discomfort. Thus it continued for more than five miles, when they descended into a river-bed full of tamarisk, babul, and peelloo jungle. Near this spot, a well, called Lalem, had been filled up by the torrent having come down, and had not again been cleared out. There was said to be water at a place (Bakaito) two or three miles to the westward, where the Hazu chief usually resided, but it was out of their way, and they decided not to visit it. For the next three miles the road followed beds of torrents or crossed stony patches, and then rose suddenly by a rugged path on to a level plateau, covered with loose stones, called Daān, lasting for 2½ miles. This was the worst and most trying part of the road. The heat was very great. At 10·25 they descended some 200 feet, into the river Derrowli, which, in heavy rain, is said to have a considerable body of water sent down it. It was quite dry, but there was one well, having a good supply of fair water, yielding a sufficiency not only for the party, having 80 animals, but for a large number of cattle that came during the day. Distance marched, about 20 miles. Running water was said to be three or four miles up the gorge, but, as it would be that distance out of the way, it was not searched for. East of Buyah about 10 miles, they found a high hill, called Alit, in which active volcanoes are said to exist. To the north-east again of Alit was a rather lower range, called Poteyto. Height of Buyah above the sea, 872 feet.

Col. Merewether's report on the reconnoissance.

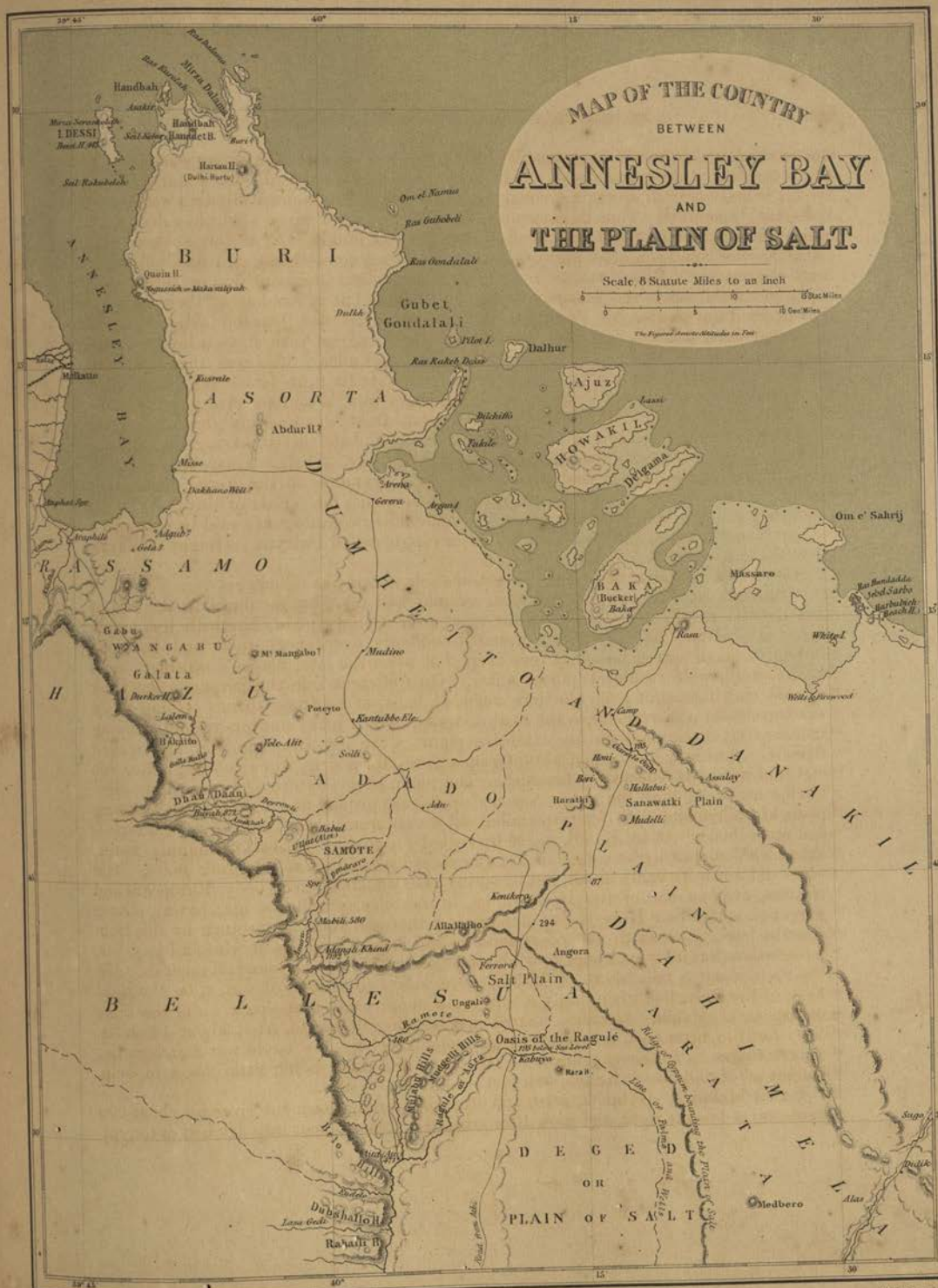
Colonel Merewether describes the rest of their journey as follows:—

"Starting at 4·35 A.M. on the 23rd, we marched for 2½ miles down to the bed of "the river Derrowli, then turned to the right over a stony plain, but with less jungle "than on Galāta. At five miles descended suddenly, over sheet rock and boulders, "through a small narrow pass, not very deep, but when the river comes down there must "be a considerable rush and fall of water. On the right side the perpendicular bank "showed clay formation; on the left, rounded bank of cindrous rocks. Going down "this torrent for a short distance the road then passed over rocky uneven ground, winding "in a westerly direction, with an extensive plain to the left, stretching far east, called "Samote. At ten miles, turned abruptly up a gorge for a mile, when running water was "met, but not good—decidedly brackish. The name of this watering-place is Alet. Re-"tracing our steps down the gorge, marched over stony ground and the extreme westerng "point of the Samote plain for three miles, till we entered a broad torrent—Dendraro—"and proceeded up it to Mabili, where we halted for the day at shallow running water, "but which could easily be collected to any extent by draining and digging holes. The "water did not taste badly at all, but, from its after effects on everybody, Europeans and "Natives, even on one of the Hazu guides, it was clearly unfit for use, having strong "purgative qualities. Here it was determined that we would not return by this from "Ragule, but go direct to the coast opposite the Island of Baka, in Howakil Bay. A "letter was accordingly sent back to Malkatto, ordering a steamer round to meet us. On "the 27th, about a mile short of Mabili, there were two springs of water, on the right "bank of the river, but giving only a very small supply, and that would be of the same

Mabili.

"nature as at Mabili. Distance marched, excluding détour to Alet, about 15 miles. "Very hot the latter part, not reaching ground till 10·35. We could not march earlier "than 4·35, owing to the roughness of the road, and there being little moon to help. "Height of Mabili above the sea, 580 feet.

"Left Mabili at daybreak, 5·10, and after proceeding down the river for about 200 "yards, turned to the right, and soon after crossed a steepish spur into dry bed of torrent,


MAP OF THE COUNTRY
BETWEEN
ANNESLEY BAY
AND
THE PLAIN OF SALT.
Scale, 8 Statute Miles to an Inch
The Figured Annotes Altitudes in Feet
BURI
ASORTA
RASSAMO
HAZU
ADADO
DUMHEITO AND DANAKIL
PLAIN
DAHIMELA
ARATA
BELLESUA
DEGED OR PLAIN OF SALT
ANNESLEY BAY
Gubet Gondalali
Dalhur
Ajuz
HOWAKIL
Delgama
BAKA
Bucker
Baka
Massaro
Om e' Sahrij
Rasa
White I.
Wells & Firewood
Handbah
Handbah
Handbah
Hartau H.
Om el Namus
Ras Gubobeli
Ras Gondalali
Pilot I.
Ras Kakeb Dosse
Dulkh
Kusrale
Abdur H.
Misse
Dakhano Well
Arena
Gerera
Argan
Dilchiffo
Yakale
Lassi
Gabu
WANGABU
Galata
Durker H.
Lalem
Hakaito
Mt Mangabo
Mudino
Poteyto
Kantubbe Ele
Yele Alit
Solli
Adu
Dhan Daan
Babul
SAMOTE
Mabili 580
Adangli Khind
Kenikera
Alla Halho
294
Angora
Ferrora
Salt Plain
Ungali
Ramote
Oasis of the Ragulé
Kabuya
Mujaba Hills
Mudgelli Hills
Ragule or Aura
Belo Hills
Dubshallo H.
Laza Gedi
Rahalli H.
Medbero
Sago
Didik
Alas
Ridge of Gypsum bounding the Plains of Salt
Line of Palms and Wells
Road from Ashi
Hallabui
Sanawatki Plain
Mudelli
Harathi
Bori
Assalay
Camp
Hmi
Ras Bandadda
Jebel Sarbo
Barbubich
Beach H.
Ras Kurulah
Mirza Dalama
Mirza Sorasolah
I. DESSI
Beach H. 943
Seil Kebir
Seil Rokebeleh
Quoin H.
Negussich or Maka mitiyah
Mallatto
Amphat Spr
Araphile
Adgub
Gela
Dukhano Well
Lalem
Hakaito
Golla Bulla
Dhan Daan
Durrowli
Ambakal
Spr Dendaro
Mabili
Ras Dalama
Ras Kurulah
Buri
Ras Gubobeli
Ras Gondalali
Ras Kakeb Dosse
Dulkh
Kusrale
Abdur H.
Misse
Dakhano Well
Arena
Gerera
Dilchiffo
Yakale
Lassi
Camp
Hmi
Bori
Hallabui
Assalay
Mudelli
Kenikera
Ungali
Ramote
Kabuya
Rara H.
Sago
Didik
Alas
Ras Kurulah
Ras Dalama
Buri
Ras Gubobeli
Ras Gondalali
Ras Kakeb Dosse
Dulkh
Kusrale
Abdur H.
Misse
Dakhano Well
Gabu
Mt Mangabo
Mudino
Poteyto
Kantubbe Ele
Yele Alit
Solli
Adu
Babul
Mabili 580
Adangli Khind
Ferrora
Ungali
Ramote
Kabuya
Rara H.
Dubshallo H.
Laza Gedi
Rahalli H.
Ras Bandadda
Jebel Sarbo
Barbubich
Beach H.
Wells & Firewood
Lith. at the TOPL DEPÔT of the WAR OFFICE
COLL SIR H. JAMES R.E. DIRECTOR
W. Wagner Lith.

" which we continued in for a quarter of an hour, then commenced a very steep ascent for " half an hour, reaching the top at 6·20. Height above Mabili, 612 feet; above the sea, " 1,192 feet. This was the worst bit of the road we had experienced, and would be most " difficult for anything but very light artillery. Descending from the top of this pass the " road passed over rough stony ground, intersected by dry watercourses and among low " hills, to Ramote; plenty of running water, coarse grass, and jungle, but water the same Ramote. " as at Mabili. Reached at 8·50. Distance marched, 10 miles. Height above sea level, " 480 feet.

" Started at daybreak, 5·10. Road for first five miles over irregular stony ground, " intersected by small dry beds of torrents with high hills on either side, on the East " Mulabu, on the West Belo. Distance between the two, seven to eight miles. The " whole way from Galata plain traces of wild elephants were seen, and evidently they " abound in the cold season. A bull, female, and three small ones were caught sight of as we " descended into the Ragule river, but these quickly made off, alarmed by the noise of the Ragule. " party. There was abundance of good forage at Ragule, but the same cannot be said " at present of anywhere else between Araphile and Ragule. Tufts of dry grass were " continually seen as we marched along, showing that it would grow after rain, and the " people of the country said such was the case, but it would not do to depend on the " supply. Ragule belongs to the Bellesua branch of the Afer tribe, and formerly there " was a village here, but the inhabitants were so constantly molested by Hazu and others " and had so many killed, that they abandoned the spot, and live about in the hills sepa- " rately. As we came to the ground, two or three Bellesuas were seen in the distance, but " fled directly they were noticed. The young Afer chief, who is their head, sent after " them, and in the evening a small chief, by name Ali Gibba, came in to pay his respects, " received a small present of rice, and soon got on good terms with us. He accompanied " us afterwards to Lower Ragule. Height, 471 feet.

" Left Ragule at 5·30 on the 26th, when it was broad daylight, as the road was " said to be difficult: it passed immediately through a gorge. High hills close on either " hand, winding, but generally in an eastern direction, perpetually crossing the river, " which was passed 48 times before we reached our halting ground at Lower Ragule, a " distance of but 14 miles. The strata in the hills on either side, were occasionally " most curious. On the north horizontal, on the south sometimes quite vertical; careful " watch was kept for any traces of coal, where sections of the hills could be examined, " but none was discovered. After the eighth mile the hills opened out a little, and " encamping ground could be found anywhere beyond that, but no forage, the stream of " water running strong the whole way. At 11 miles left the hills and entered a stony " plain at a spot called Kabuyah; there was no forage there, so we had to proceed three " miles further down the river, till we came to thick tamarisk and other jungle, princi- " pally the bush from which potash is made, where also there was plenty of good grass. " Total distance, 14 miles. From this point, where we halted for the day, the hill Mara, " near which M. Münzinger stayed on his trip in July, was distant about five miles " south-south-east. This was the most pleasant march we had had. A fresh breeze in " our faces and running water at our side the whole way; the heat, though, during the " day was very great for this time of the year, 110° the maximum registered; during the " whole trip it had always exceeded 100° daily, but this was the highest. Lower Ragule " is 193 feet below the level of the sea.

" On the morning of the 27th we halted at Lower Ragule, to give the people and Lower " cattle a rest, to prepare them for the march to the coast which must be done in one Ragule. " trip, there being no water in any sufficient quantity on the road. Another Bellesua

" chief, Abdolla Feri, the same who had been very kind to M. Münzinger in July, came " to pay his respects this morning, and received a small present of rice. All these " people, Hazu, Bellesua, or whoever they might be, seemed glad to see us, and most " anxious to be friendly with us; but at the same time the young Afer Chief, Asa " Mahomed, continually warned M. Münzinger, and begged him to represent most " carefully to me that, though the chiefs were ready and willing to do anything they " could to please, they had little or no control over their followers, who were scattered " about in all directions, and that it should be never forgotten that, amongst these " wild people, murder and mutilation, so far from being a crime, was deemed most " honourable, indeed a necessity to establish manhood, and before obtaining the hand " of a woman from the tribe in marriage. Straggling, therefore, was strictly forbidden, " and the rear party always kept a good watch, so that no mishap occurred at any part " of the trip.

" Leaving Lower Ragule at 1 P.M. on the 27th, we had to retrace our steps up " the river for a mile, to turn the dense belt of potash bush jungle on the edge of " which we had been encamped. We then turned to N. 5° E., for about two miles, over " the stony plain opposite where the Ragule River leaves the hills. After clearing the " stone, crossed the Ramote River, here dry, excepting after heavy rain, and only a " shallow watercourse. Changed direction again here slightly to the eastward, making " N. 16° E. for five miles, over a hard level plain, having a few small sand hills at one " spot, and scattered tufts of dry good grass all about till for the last half mile, when " we came to the extreme northern slip of the great salt plain, and the ground was white " with an encrustation of salt. The salt plain extended to our right as far as the eye " could range, and from this point cannot be less than 80 miles to its extreme southern " boundary. Quitting the salt ground, we recommenced stony work for a mile to " Ferrora. Here three wells were found, two of them having salt water unfit for use, " the third, a little fresh good water, but only enough to give 10 or 12 people a drink " at a time.

Ferrora. " Ferrora is at the foot of a low range of hills, the ascent of which was com- " menced at 4 P.M., and they were not finally cleared till 6·15 o'clock; the ascent, passage " over the hills, and descent on the other side, are difficult and wearisome to a degree. " The hills are covered with loose sharp stones, large and small, so that progress was " very slow; the total distance across the range was not more than five miles; total " distance from Lower Ragule, 14 miles; highest point above sea, 294 feet. In all the " drainage parts, where a little soil was collected, good dry grass was standing, and " locusts, I was sorry to observe, feeding on it and on the few babul trees. We reached " the descent into the Adado plain, a very abrupt and difficult one,—no road,—just " as it was getting dark. Luckily, everything was got down without an accident, and we " bivouacked for the night at the foot. No water but what we had brought with us, but " plenty of excellent dry grass. Resumed the march at 2 A.M., and proceeded over the " plain of Adado. Road very good, hard, with scarcely any stones, excepting at about " half way, when it passed between two low ranges of hills. Grass dry—last year's, " plentiful on every side, especially in the latter part of the march. Wild asses are said " to abound in this plain, but we saw none, nothing having life, beyond one man, tending " a few sheep and goats. General direction from bivouac, N. 23° E. At the fifteenth " mile, came on very bad stony ground, at the foot of a range of highish hills, which " intervened between us and the sea. Passed over this bad ground, and up a most " rugged gorge, having large boulders in its bed, to the right, till we came to four " wells, containing an abundant supply of most excellent water, very grateful to the

"cattle after their long tedious march. Distance from bivouac, 16 miles; total from "Lower Ragule, 30 miles. This place is called Garselo Gedi. There is no village, "only one log hut, and that was uninhabited, but large herds of cattle are grazed in the "adjacent plain, over which we had come, and the owners and cattle drink at these wells. "Height above sea, 195 feet. From the top of the hill to the east, which was between us "and the sea, and whose height was found to be 667 feet, we saw the steamer which "had been sent for us, anchored about 10 miles, in a direct line down the coast, opposite "the village—a real one, having good huts and inhabitants.*

"As a considerable détour had to be made round this eastern hill, to get from our "halting-place to the steamer, it was decided to start at a quarter to 5 P.M., so "as, if possible, to get clear of all stores, before dark. We accordingly did so, and by "a quarter past six, having done about five miles, were in a sandy plain, with dry "grass near, between the above-mentioned hill and the sea. Here we bivouacked until "2:15 A.M., when we again started, and marching well over a dead plain, mostly salt, "barely above range of the tide, to Rasa, 14 miles. The distance was longer by land "than by sea direct, as we had to follow the course of a bay. Rasa is a decent-looking "village, on the edge of a deep bay, running in west-south-west, where small native boats "can run in and lie close to the village; but the best landing-place, and where ships "drawing any depth of water could only lie, is on the north side of the village, distant "about a mile, and opposite the island of Baka. Here we found the little "Saada" "waiting for us. The inhabitants of Rasa are a well-to-do looking set of people, and most "civilized, compared with those we had been lately accustomed to meet. The drawback "to Rasa is that there is no water at the village, none nearer than eight miles inland, or "than in the island of Baka, about five miles opposite. We got as much water imme-"diately from the "Saada" as she could supply, and all the party, including the cattle "got a fair drink. A further small stock was afterwards left in a native boat, for urgent "use, while the Chief of Rasa sent over to Baka for a fuller supply. The "Saada" could "not carry any of the cattle; I determined, therefore, on returning with the other officers "at once to Malkatto, in the "Saada," and to send back a large steamer immediately to "bring up the whole party, and hope they will all be here by the evening of the 31st, "We left the anchorage at noon; passed out of Howakil Bay by the southern passage, "leaving Baka, Howakil, Ajuz Islands, on our left, and reached Malkatto at 9·30 P.M., after "eight and a-half days' absence."

From the above description, it will be perceived that all idea of using the route from Araphile *vid* Ragule had to be abandoned. The physical difficulties, such as rough

* TABLE showing maximum temperature, Fahrenheit, during reconnoissance from Araphile to Garselo Gedi.

Thermometrical observations.

Date.	Halting place.	Maximum Temperature.	
October 21st ..	Araphile	101°	Araphile to Ragule.
„ 22nd ..	Buyah	101	
„ 23rd ..	Mabili	102	The hours of marching did not admit of a minimum observation being recorded.
„ 24th ..	Ramote	101	
„ 25th ..	Upper Ragule	105	
„ 26th ..	Lower Ragule	110	
„ 27th ..	„ „	108	
„ 28th ..	Garselo Gedi	100	

Difficulties of route *viâ* Ragule.

ground, steep ascents and descents, and intervening jungle, might be overcome, and shorter marches might be arranged, but the mineral nature of the water at Mabili, Ramote, and Buyah, was an insurmountable obstacle. Rain, which was expected, might improve the water at these places; but there would always be the risk of sufficient mineral properties remaining to act injuriously on the troops, and the hospitals would be filled at the commencement of the campaign. Forage would also be abundant after rain, but the risk to health prevented advantage being taken of that. Lower Ragule is distant only 35 miles from the sea by the way they returned, but then there was no water for 30 miles, and that spot, when reached, was below the level of the sea. Neither near there, nor at Upper Ragule (Aita), was there any suitable plateau on which the troops could be placed, and from Aita to Atsbi the road was difficult and long. The marches were—

Route.

From Aita to Gaisat, 12 miles; running water at Mabili, also grass.
Gabala, 17 miles; same stream as at Gaisat; cross a pass to
Demāli, 13 miles; river, affluent of Lasa Gedi River.
Leyla Gedi, three miles; water.
Efisso (Fisho), three miles; water (Lasa Gedi River).
Atsbi, 12 miles; water.

To Gabala, the road passed over a fair plain, then crossed a range to the Demali, after that over low stony country.

The best route to follow, then, was undoubtedly that to Senafè, *viâ* the Kumayli Pass, with that *viâ* the Hadas to Tekonda as an alternative one, if necessary.

Arrival of the Advanced Brigade.

On the evening of the day the party were at Araphile (21st October), the fleet bringing the Advanced Brigade, under Colonel Field, arrived at the anchorage. On their return, on the 29th, they found that the Mountain Train, 3rd Cavalry, and Sappers had been landed and that the first had moved up to Hadoda. The Sappers remained to push on the piers and other necessary works; the 10th Native Infantry were landed on the 30th, and moved to Kumayli by wings. The difficulty about water was met in some degree by keeping tanks on the shore filled from the shipping.

By this time the first pier was rapidly progressing. The Officiating Resident at Aden had promptly responded to the call for boats from that place, and despatched forty. Others were coming in from Hodeida, and the "Euphrates" was expected in from Loheia with more. The tramroad was at this time being laid down from the pier to camp.

Arrival of Her Majesty's ship "Satellite."

Captain Edye, R.N., commanding Her Majesty's ship "Satellite," arrived on the 28th October, and assumed charge of all marine matters, arrangements regarding transports, &c., as senior Naval Officer. He despatched, shortly after his arrival, the steamer "Sattara," with ship "Mandalay," in tow, to Suez, to bring down mules and stores. The "Great Victoria" arrived on the night of the 29th of October from Suez, with 320 mules. An Egyptian steamer, from the same port, arrived with grain the day before. By the "Great Victoria" Colonel Merewether received a note from Captain Willoughby, saying the "Hodeida" would leave Suez on the 25th October, with about 260 more mules, and the "Samarcand," with about 550, a few days after. The saddles for these had unfortunately not arrived from England, but Captain Willoughby was getting 500 made up in Egypt as quickly as possible, and would forward them when ready. He had also telegraphed for corrugated iron for the Commissariat sheds, as none was procurable in Egypt.

Arrival of mules from Egypt.

Harbour Master appointed.

In consequence of the numbers of coolies and boats employed on and at the Bunder or pier, it was found necessary to appoint a Bunder Master. Mr. E. Dawes, who

came up with the reconnoitring party as Assistant Transport Officer, was selected for this duty.

Proceedings from 4th to 9th November.

On the afternoon of the 4th November, the party left Zula and marched by the route proposed for the line of railroad. For the first six miles, leaving Zula to the right it passed over a dead flat plain of alluvial soil, with here and there narrow shallow lines of drainage running from north-west to south-east. At six miles, the rocky bed of a torrent was met, but the railroad they thought could be carried along one side of it for a mile or mile and a half, crossing it by a bridge whenever found most expedient; the width was nowhere above 40 feet, and a place might be selected where it would be less. After crossing the nullah to the west side, they found a fine, hard, dry plain, covered moderately with stunted babul trees. The remainder of the road, for nearly four miles, was over stony ground, also having low babul trees, and narrow drainage lines throughout running from north-east to south-west; none of these were deep, nor did they offer any material obstacle to the formation of a railroad. At Kumayli, where the 10th Native Infantry was encamped, the original two wells were found increased to four, three having very good water, one slightly brackish, from being dug outside or through the subterranean fresh river. The company of Sappers had been moved up by Colonel Field to Suru Pass, the day before.

Examination of the line for railway.

Examination and description of the Suru Pass.

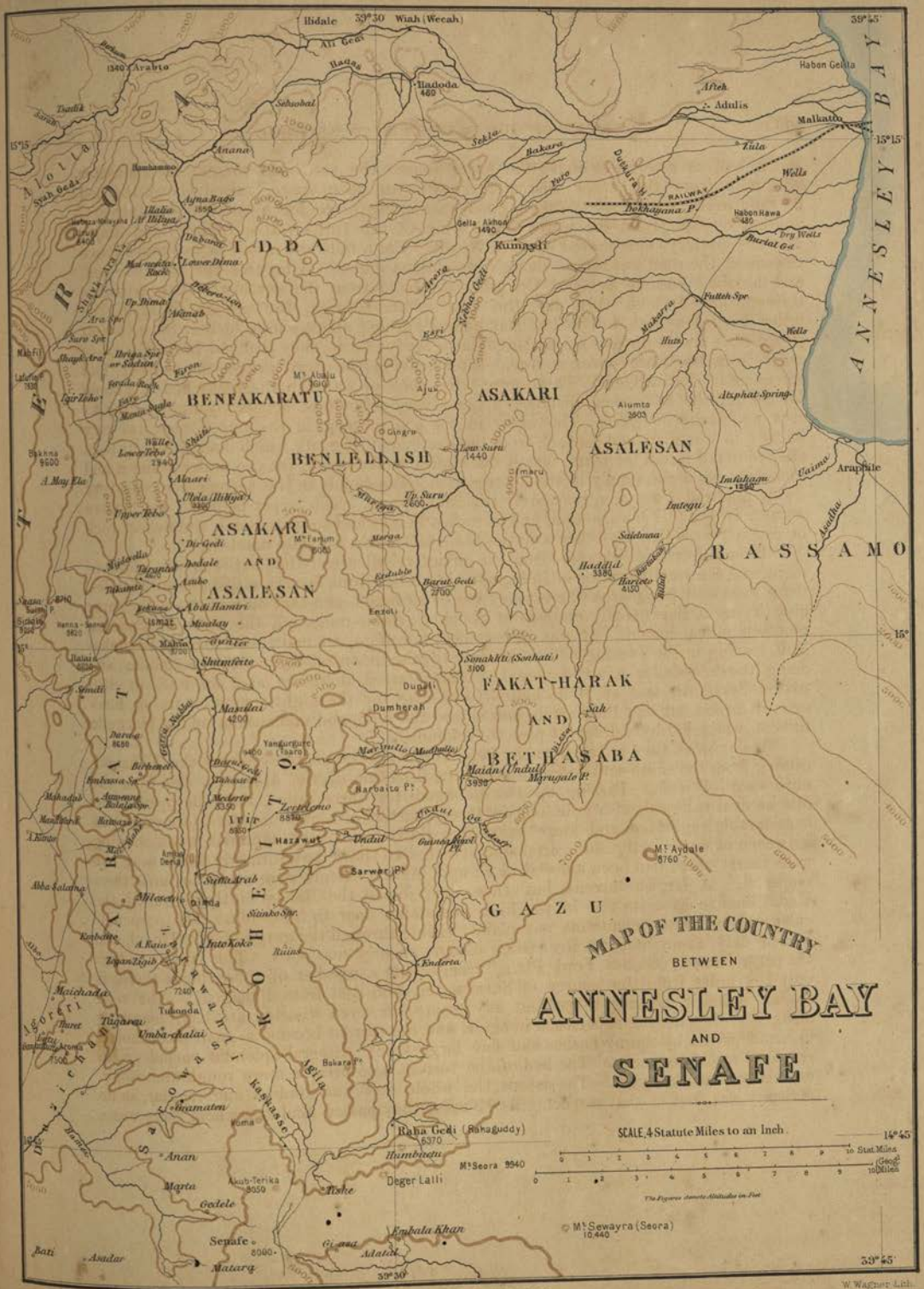
The party left Kumayli at 5·25 A.M. on the 5th, one half of Major Marett's battery and a wing of the 10th Native Infantry having started two hours before. The road was the whole way up the dry bed of the river, very good; at eight miles, they passed the camp of the 10th Native Infantry, where the Suru water was first met; a little farther on the camp of the Artillery, and at 10¼ miles they halted in a shady spot (where the beds of two torrents met, one dry, the other having water) in which they encamped. The water they found excellent and plentiful, running freely; up to that point the road presented nothing difficult, but immediately afterwards the Suru Pass was entered, narrow, in some places not above 20 feet wide, perpendicular cliffs on either side presenting a striking appearance, and the bed much encumbered with large boulders. Immediately above their encampment was the first very bad place; the passage, about 20 feet wide, was filled with huge rocks, over which the carriage of the country (bullocks) was in the habit of passing by means of a few small stones placed so as to make the rudest possible ramp. This was utterly impassable for horses, or even for laden mules, one part being exceedingly narrow and the ramps unstable. The sappers were engaged on this, and before the next morning had made it quite practicable for the mules of the party to go over with their loads. Much more had to be done to make it fitted for wheeled Artillery; but time being short, it was thought sufficient to make the passage easy for mules only. At their camp, under the southern rock, there was shade almost the whole day.

They moved on at 6 A.M of the 6th over the bad part, above-mentioned, for about 1¼ mile, the road was very rough, the bed of the torrent being much crowded with boulders; at the 1¼ mile, the great difficulty of the pass was met. Here huge blocks of granite had been pitched down by some tremendous convulsion of nature, or the action of water had helped to leave them exposed. This looked insurmountable, but the natives of the country had formed a path of the very rudest description, yet not without the display of some ingenuity, by packing here and there with stones and sticks, so that they managed to get their lightly laden unshod bullocks over. The loads had to be taken from the mules and passed over by hand to a distance of about 150 or 200 yards. Proceeding then up this gorge, the bed rough, with running water the whole distance, they came, after a mile, to where the water first made its appearance. The total length of the running water was found to be a little more than three miles. For a mile

and a half or two miles above the water source the road was rough; at a quarter of a mile from the water source there was an open space, raised above the bed of the torrent, sufficient to form a good encamping place for a small body of troops, and not very far from the water. The wing of the 10th Native Infantry and Major Marett's battery, were moved up to this spot. For a mile and a half or two miles above the source the road was rough, though passable on mules. After this the pass widened, and the road became better. On the right hand from the north-west two tributary torrents joined, both then dry, the first named Merga, the second Erdublo, the latter having a high hill at its back named Farum; about a mile further up, a torrent
Barut Gedi. joined from the south-east called Magdulla. At 9·45 A.M., they reached Barut Gedi, five miles from the Suru water source. After leaving the Suru gorge the torrent had the name of Nehba Gedi. There were three pools of water in the rocky bed of a steep torrent on the left, some distance up, and very difficult of access by reason of sheet rock and large boulders. The water in the pools, except in the upper ones, was very limited in quantity, and so foul, from the excrement of goats, which had evidently been allowed to fall into it for years, that it was almost unfit for use, yet the mules drank it and soon exhausted the supply in the lower places. The supply in the second pool was very slowly renewed from a very sparely trickling spring. The upper pool had much more water in it, but this was also foul, and at such a height and so inaccessible from sheet rock or rough scarps that no other animals but goats could possibly reach it.

From information obtained from the guides, they learned that between this encampment, and the running water of Rahagedi, nine miles from Senafè, a distance of 24 miles, there were only two places where water was to be found, and that only in about the same quantity as at Barut Gedi; one was at Sonakhti, three miles off, the other at Enderta, nineteen miles distant. It was determined, therefore, to make one march to Rahagedi, leaving in the evening and proceeding till the moon set behind the mountains, and doing the remainder after daybreak. They started, therefore, at 7·35 P.M., at 8·30 passed Sonakhti, and at 10·35 halted to bivouac for the night; next morning, however, it turned out that their guide had missed the road, and taken them up the Margullo torrent, which led by a different pass to Tekonda.

At daybreak they retraced their steps three miles, and there found the Rahagedi coming from the south-south-west, whereas the direction of the Margullo was from the northward of west. Passing up the Rahagedi for three miles, the hills opened out into an oval valley about a mile long by three-quarters of a mile broad. Here there was considerable vegetation and large babul-bair (khamonees) and tamarisk trees, showing existence of water in the soil; after-enquiry went to show that formerly there were two wells there, which had been allowed to fill up. Arrangements were made to have them reopened. A largish torrent, but then dry, joined the Rahagedi there, called the Undul, said to have its rise in the high mountains near to Tekonda. The perpendicular scarp of these mountains was plainly visible through the gorge of the Undul, and looked only about four to five miles distant, nearly due west. This valley, which the party named "Guinea Fowl Plain," from seeing a number of those birds there, is only 13½ miles from the source of Suru water, and 10½ from Rahagedi. The road so far was fair, nothing to prevent any troops, or even wheeled artillery, marching along it. Beyond, the hills closed in again, and the torrent became a good deal choked in some places by thorny bushes and fine large trees. Several splendid peepul (*Ficus religiosa*) trees were seen. The bed of the torrent also became more rough and stony, especially near Rahagedi. The ascent the whole way was gradual and regular, so no
Enderta. difficulty was met in that respect. At 19 miles they passed Enderta, where there was a



Compiled by E.G. Ravenstein.

Lith. at the TOPL DEPOT of the WAR OFFICE
COL. SIR H. JAMES, R.E. director

W. Wagner Lith.

small supply of water, as at Barut Gedi, but cleaner. It was similarly situated in a rocky gorge to the left of the road. They reached Rahagedi at 1·15 P.M. The view as they approached Rahagedi was very attractive, high hills towered on either side, and the river bed filled with fine large trees and rich green bushes. The winding of the river from Guinea Fowl Plain was incessant, and proved somewhat wearisome. The water supply was more plentiful than at Suru, but the distance it ran was only about 1½ miles. From the source to Senafè, a distance of 7½ to 8 miles, water was only to be found at one spot, 3 miles up the river bed. There was a strong wind blowing through the pass, where their camp was during the day, making it very cold in the shade, even at 3 P.M. 72° Fahrenheit; at night, also, the cold was felt very much, thermometer falling to 51°.

The cattle and people being very tired, and having only provisions for one day more, they considered it unadvisable to march on the morning of that day further up the torrent towards Senafè; it was, therefore, arranged that they should give the cattle and people rest, while they ascended a high and conspicuous peak, which they had noticed from an adjacent hill the evening before. The party started at 6·25 A.M., and, after a hard climb, reached the top at 8·5. Height above the camp in river bed 1,678 feet. This peak had no name that the guides were aware of, but afforded a magnificent view of the surrounding hills; below and around in every direction were hills, range lying against range, but all running down from either side to the Rahagedi River, which wound like a snake through them, its course visible up to the rise to Senafè. Before, to the south-west, and passing round beyond south, was the high mountain and plateau of Seora, with its steep scarped edge, looking like a huge fortress. Immediately at its north-western edge were some striking bare granite rocks; at the foot of one of these, the position of Senafè was pointed out, but the place itself was concealed by an intervening hill. The ascent appeared, as described by the guides, quite gradual —no abrupt pass—and near to Senafè there was a considerable space of cleared ground, from which they said barley had only lately been harvested. The distance of Senafè, from the peak, was apparently about five miles. To the right of Senafè there was another plateau, with scarp extending for some miles, called Koheita; the road from Senafè to Tekonda, after running for a few miles along the cleared ground, was said to pass over this plateau Tekonda bearing from the peak, north 44° west. The road between Senafè and Tekonda was stated to be rocky. To the eastward of north, lay the course of the Rahagedi as far as Guinea Fowl Plain. The sea could not be seen on account of a dense heat haze which existed in that direction. The descent from the peak took one hour.

First view of Senafè.

They started on their return at 5·35 P.M., marching by the same route, but halting at Sonakhti instead of Barut Gedi. The water was cleaner, but not more plentiful, and was soon exhausted; next morning they proceeded on to their old encampment at Middle Suru, through the west part of that pass. Over the very bad part an easy way for mules and camels had been made, designed by Lieutenant Jopp, of the Engineers, and on the 9th they arrived at Zula.

Return to Zula.

Wood was procurable in plenty throughout the route from Kumayli up to Senafè, and the babul tree abounded as far as they went to give browsing for camels. Grass was not so abundant as was expected, partly owing to deficient rain, and partly to the nature of the hilly country which was much more deficient in vegetation than that at Agametta and other parts to the north-westward of Massowah. South of Agametta, the winter line of rain leaves the hills and nears the coast, so in this neighbourhood there was less vegetation than at Agametta. However, though the supply of grass near the torrent bed was limited, there was more to be found on the hills above, which could

Supplies of wood and grass.

be cut and brought in by grass-cutters; this was especially the case in the latter half of the pass. A depôt was formed at Kumayli, and another at the head of the Suru Pass up to which a wing of the 10th Native Infantry, with the mountain train, moved at once.

Colonel Merewether reported generally on the route above described as follows:—

Political state of the country.

"With regard to the political state of the country through which this route passes, "there are no difficulties whatever. It is very sparely populated, and, though the inhabi- "tants (Shohos) have a bad name as robbers, they would never attempt to act hostilely "against us. We were guided by a Chief of the tribe: and, so far from meeting with any "annoyance, the people we met appeared glad to see us, when several small parties passed "us, either engaged in their usual trade with the plains, or taking down goats and sheep "for sale in our camp. An inhabitant of Senafè was also among our guides, and the head "man of that place I found to be a brother of the Chamberlain Samuel (with Mr. Rassam "in Magdāla as balderat), who is under personal obligations to me for having been assisted "when in difficulties last year at Massowah, and whose debts then I caused to be paid, thus "enabling him to go back to Senafè. My reasons for not going to Senafè itself were, first, "because it was contrary to the instructions of his Excellency Sir Robert Napier, and "next, because I consider it both impolitic and unjust to have personal intercourse with "any minor Chiefs, before the leading ones, under whom the former are, had shown what "their line would be after receipt of his Excellency's proclamation, especially as we were "not in a position to resent any discourteous behaviour. Our guards consisted of one "havildar and eleven rank and file of the 10th Native Infantry, all-sufficient for the trip "within the lowlands, but inadequate if resentment was provoked in the highlands.

"I propose taking into pay two Chiefs who hold either side of the pass from "Kumayli to the foot of Senafè, on condition that they protect all our people passing "up from robbers, that is, from people of their own tribes. This will save our troops "from much harassing escort work.

Sickness of horses, 3rd Cavalry.

"I regret to say that Colonel Field informs me that the 3rd Cavalry at Hadoda "are daily losing horses from (the Veterinary Surgeon reports) fever. A change of posi- "tion being necessary, the regiment will be moved to Wiah, 3½ miles, which is somewhat "higher than Hadoda, and has an ample supply of running water. The Veterinary "Surgeon thinks the position is the cause of the disease, but I am inclined to believe it "is more justly attributable to the effects of the sea voyage from India, especially as the "party which accompanied us from Bombay, and had the worst passage, have suffered most. "In either case, the change should prove advantageous. They might have been moved "higher up the Hadas River, but the means of transport are still so limited, that it would "be impossible to provision so many detached posts as we necessarily have, if the cavalry "are sent to any great distance from the depôt at Malkatto.

Mules arrived from Egypt without ropes or saddles.

"Many mules have come from Egypt, but the greater number have no saddles, nor "even ropes to tether them. The muleteers who accompanied them, as well as those from "the Persian Gulf, are utterly useless, quite intractable, and I would most strongly "recommend that others be sent from India to replace them, and they be sent back to "their own country. Mules are coming in fast from Abyssinia, for which equipment is "needed, and I would beg that saddles, &c., should, without delay, be sent from India "for them, as well as for the unfurnished Egyptian ones. At least 5,000 saddles and "tethering kit will be wanted. Camels are coming in from this country and from Aden. "Saddles of our Indian pattern are demanded for both, and urgently required. The "5,000 camels will be supplied from Aden, and I calculate that by the 15th of December

" we shall have 3 000 mules and 3,000 camels collected from this country. I have also " begged that the head-quarters of the Transport Corps may be despatched at once, to " organize the corps here properly. Hay at Zula is running short; if not already " despatched from Bombay or Suez, a supply should be forwarded immediately. Con- " densers to put up on the shore at Malkatto are very much needed, and I trust are now " on their way. Captain Edye, R.N., has been indefatigable in his endeavours to supply " a sufficiency of water from the shipping, but, as the vessels are cleared and sent back " to Bombay or Suez, his power to do so diminishes, and must always be variable; with " the condensers, we should no longer be dependent on the shipping. The services " of more sappers are greatly wanted, and, should those from Madras not have already " started, I would beg that their departure, if possible, may be expedited.

Anticipated number of mules and camels by the 15th December.

Condensers wanted.

" No letters have been received from Magdāla or Debra Tabor since those which " arrived on the 6th ultimo. I received this morning, immediately after posting my " last despatch, a messenger, come from Church Hailo, offering his services. A letter " of acknowledgment was sent in reply, with copies of his Excellency Sir Robert Napier's " proclamation. From the messenger it was learned that Prince Kassai, acting in " rebellion against Theodorus, had gained possession of the whole of Tigré. Church " Hailo, as Governor of the upper portion, Hamazen, had submitted to him. I " despatched copies of the proclamation to Prince Kassai, with a simple forwarding " letter, calling his friendly attention to the subject of it, and requesting him to make it " public in the country over which he exercises rule."

Prince Kassai gained possession of Tigré.

The above report was dated from Kumayli, but forwarded from Hadoda. The distance between those two places was a little less than eight miles, the road was not good, chiefly by reason of babul bushes, which caused much winding to avoid. There were also three small spurs to cross, the highest about 75 feet, with loose stones on them.

Colonel Merewether's next dispatch was dated the 23rd of November, in which he reported as follows :—

" We left Hadoda on the morning of the 13th, for the Hadas River, marching to " Illalia, 11 miles.* Reached the low hills at two miles, and at 4½ entered the bed of the " Hadas; thus far the road is bad, owing to babul trees and loose stones. I requested " Colonel Graves to have this road cleared at once by labourers of the country, and also to " commence on his side towards Kumayli, furnishing him with funds for the purpose. " Half a mile after entering the Hadas, the road from Arkiko joined. The remainder " of the way to Illilia was up the bed of the Hadas, very rough in many places from " large boulders and loose stones. At eight miles, passed Hamhammo, where there is a " little water in a ravine to the left, but not sufficient for any but a small party. At " Illalia there is abundance of good water, running, in a tributary which joins here from " the Degga plateau, five hours distant.† This Degga plateau is a high tableland, situated " on the right of the Hadas, and extending up to the Abyssinian highlands, but it is " unapproachable excepting by people on foot. There is not much room for encamping at " Illalia, but small bodies, a wing of a regiment say, might be pitched irregularly, " selecting spots raised above the bed of the river. Height above the sea 1,392 feet.

Hadas.

Illalia.

"The march on the 14th was from Illalia to Tebo, 11½ miles. The first four

NOTES BY THE COMPILERS.

* Illalia is identical with d'Abbadie's Af Ililiya, Ulela with his Ililiya (*see* large Map issued by the Topographical Department, sheet 1).

† Degga Plateau. The plateaux or table lands throughout Abyssinia, which are intermediate between the Kolla (Quolla) or lowland, and the colder highlands are called " Degga."

Tebo. " miles of this was very bad, the bed of the torrent being filled with large stones of every " shape, and the track among these: after two miles we came to running water, which " continued for two miles more, when the source was reached. This water is called " Dima, and, like that in the Suru Pass, suddenly appears, and is as abruptly lost. Some " part of this water line was very pretty, high hills on either side, &c., a narrow torrent " bed fringed with tamarisk trees, and might truly be compared to some parts of North " Wales. After passing the source of Dima, the valley opened and the road was much " better, having only occasional stony bits. Three miles further on Sadun was reached, " another usual watering-place, but now dry. The guides said water could be obtained " by digging a few feet in the sandy bed. Again, proceeding four miles, we arrived at " Tebo, another running stream of good water, about three-quarters of a mile in length. " Encamped for the day. Equal space for troops as at Illalia. Height above the sea, " 2,755 feet.

" On the 15th we went from Tebo to Mahio, eight miles; road fair, with now and " then stony bits. At two miles, passed another stream of running water called Ulela, " which lasted for a little more than a quarter of a mile. *En route* saw two torrents " joining from the north-west, both roads from Halai, the first called Azubo, the second
Mahio. " Bokāna; neither good. At Mahio there is running water for about 100 yards, but a " plentiful supply. The encamping ground is confined, and in the bed of the torrent. " The road this day was well wooded throughout; large trees of the fig order, sycamores, " wild mangoes, Indian bhair (*rhammis*), babul, tamarisk, and others unknown. Dry grass " was also seen in plenty up the hills the whole way. Height above the sea, 3,525 feet.

Mederto. " 16th.—From Mahio to Mederto, foot of the Tekonda ascent, 9¼ miles. A little " under two miles passed Shumfeito, where the best road to Halai branches off. Here it " is that camels have to be changed for bullocks or mules, and with reason, for immediately " there is a rise up the side of a hill some 300 feet high; and from what we saw after- " wards of this road, it must be a difficult one for mules and bullocks even. At three miles " passed a torrent called Gerra Nubba, coming in from the north-west, running water a " short way up it. This has its rise at the King's Camp, close to Tekonda. Road after " this narrowed very much, and was bad, very rocky for the remainder. At 3¼ miles came " to Masulai, where there was a small quantity of water in the bed of the torrent, but " stagnant. Usually running water is found here; this year, however, owing to the poor fall " of rain in Abyssinia during the monsoon months, it had ceased to flow. Height of " Masulai above the sea, 4,017 feet The temperature most agreeable. River very narrow " here. No room for troops to encamp. As far as this place grass was plentiful on the " hills on either side, but ceased after it. Six miles further on reached Mederto, at the
Foot of the Tekonda. " foot of the Tekonda ascent. Encamped for the day. Small bodies of troops might be " pitched irregularly here by taking advantage of clear even spots above the bed of the " river. The supply of water, however, is very limited, being confined to two holes in the " rocky bed of the river, about 200 yards, and that stagnant, from the camp; it sufficed, " though, for our party of 36 horses and about 100 mules, besides men, for two days. " There were other pools higher up the river, but the water in them was equally bad, " all being stagnant. Height above the sea 5,223 feet

" The Chief of Tekonda met us on this march, being *en route* to Malkatto, to pay " his respects. He turned back with us, and as his coming removed any objection to our " proceeding further, it was determined to go up the ascent after breakfast, and visit the " King's encampment close to Tekonda. These spots are so called because they are the " places where the King's army encamps when he comes there. They announce the fact " of there being an open plain, good supply of water, and forage in the neighbourhood.

"Started at 1 p.m., and immediately commenced a steep ascent of about 250 feet; very bad at the upper part. Before reaching the top of the pass we had to cross two other similar ridges, each having more or less of very difficult ground in them, and having descents between. These ridges are spurs from a high hill running parallel to the road on the right to the top. If time could be allowed, a much better road could be made, with regular gradient, avoiding the descents; but the rocks are very hard, continually appearing, and it would take much time. The present road could be very much improved, as it is, it is traversable, no doubt, by both camels and mules lightly laden, but it would try them severely making many trips up, and the deficiency of water below would make it almost impossible for any number of animals to remain so as to start on the ascent fresh. After passing the seventh ridge, and between it and the last rise, there is a plateau where a considerable body of troops could be encamped, but there is no water excepting in the torrent, 200 and odd feet below, and that perhaps of the same quantity as Mederto. We had not time to test it. Height of this plateau above the sea 6,218 feet. The top of the pass was reached at 2·27 p.m., taking 1 hour 27 minutes in the ascent, the last 100 yards being very difficult. Total distance 2¾ miles, in which the part of the distance was walked by most of the party, the remainder was done on mules. Horses could not be ridden up, some of the turns among exposed blocks of rock being so very abrupt. Height of top of pass 6,700 feet. An open plain, called Dinda, was now entered upon, having the mountain Koheito on the left, and on the right the torrent Gerra Nubba, before mentioned; a deep ravine with a hill beyond. This plain was evidently cultivated usually, but this year had been unused in consequence of the paucity of rain. The whole plain had a dried up, bare appearance, from the same cause. After proceeding for a little more than three miles in a south-south-westerly direction by a good road, excepting two places where there were rough descents and ascents easily ridden over on mules, we reached the King's Camp, a fine open plain, the village of Tukonda being situated on a low hill about three-quarters of a mile in front. Between the camp and the village there had been a crop of barley lately garnered, and cows were grazing on the still standing stubble. The water supply was plentiful from the source of the Gerra Nubba, a spring running for a short distance, then losing itself in the sand, reappearing in two places lower down, and finally falling, at a quarter of a mile, over sheet rock into the deep ravine below. There was green grass near the water, and more said to be round about; but this year the supply of grass is unusually scanty. Barley, straw, boosa is procurable from the neighbouring villages, and is a very good substitute for grass or hay. Any number of troops could be encamped here, for the plain extends in westward between low hills. We had not time to visit the village, but from the several directions, distance the houses seemed to be better constructed than any hitherto seen, having stone walls, and partly built into the hills, the roofs nearly flat, with only a slight slope to the sides. We returned by the same road, reaching camp at Mederto at 6 p.m., just before dark. Walking on foot the whole way down the pass took 1 hour 15 minutes, 12 minutes less than the ascent. Ascent of Tekonda.

"The camp was left standing on the 17th, that we might reascend the pass, and pay a visit to the top of the Koheito Mountain. Started at 6·9 a.m., and after reaching top of pass, turned to the left 10 E. for three-quarters of a mile over the Dinda plain, and entered a ravine in which there was usually water, but we found the pool dry. Higher up there was said to be a spring of running water, but we did not go to see. The ascent to Koheito took nearly one hour; road very bad indeed, steep, covered with stones, large and small, fixed and loose, most tiresome walking; the trees, principally cedar, with some thorny bushes, added to the difficulties. The edge of the

" mountain was scarped all round, white sandstone, making it very conspicuous from a " distance. On the top there is an extensive plain, some three miles from west to east " by more from north to south. The centre was cut by a deep ravine, in which bad- " smelling stagnant water was found in pools. The mules drank it, but it was very " unpalatable to human beings. There was a good deal of wood on the plain, principally " cedar, the corinda bush in large quantities, a few wild flowers, and a great quantity of " borrage. After a good fall of rain there must be a very large supply of grass, the " whole plain would be covered, but now there is not much, and that cropped very close " by the cattle which had been feeding there. Some evidently freshly abandoned " huts of the cowherds were noticed. The plateau is covered with ruins of great " antiquity, broken stone pillars standing, but no account could be gained from " the Chief of Tekonda, or any of our guides, as to what period or people they " belonged. The ruins were called Ad'Shum. Several portions of the plain were higher " than the other, and we selected first the highest on the north-western side, which gave " us a good view into Abyssinia. Unfortunately it was hazy in that direction, so that we " could not see so far as we ought to have done. The granite rocks near Senafè were " plainly visible, about 13 or 14 miles off in a straight line; Fokada, a high hill on the road " to Adigrat; Semayata, a mountain summit a little this side of Adoa; 45 to 50 miles a " high range a little to the right and far beyond Adoa, called Ababo; the line of the march " about 20 miles from Tekonda, and another king's camp about 30 miles off, N.N.W., called " Agametta. Tekonda lay S. 24½° W., distant four miles. After Colonel Wilkins had " taken the direction of these places, we changed to a high point on the eastern side, and " had from there a most superb view. On our right the jumble of hills through which we " had threaded our way, when going from Kumayli towards Senafè; opposite was the " Seora Mountain, about 13 miles distant, and somewhat higher than we were. Between " and below us were hills tending in every direction, of every height and every shape; " while we could trace a low winding path where our course by the Rahagedi had been. " We could very plainly see the open spot named Guinea Fowl Plain, about four miles off; " indeed, we were standing on the very bluff which we had noticed when crossing that " plain. On the left we saw the road to Halai, bearing N. 28° W., zigzagging up the side " of a steep mountain not very much lower than the one we were on, within half an hour's " journey of the top of which lies the village of Halai But the most important thing was " our gaining a clear view of the sea, Annesley Bay, and of the shipping at anchor; these " were plainly visible with a telescope, though distant more than 40 miles. We retraced " our steps, and reached camp at a quarter to 5 p.m. The temperature on the top of the " mountain was most delightful. Fine fresh bracing air, and the sun at no time " unpleasantly warm. The height of the first place from which observations were taken, " called Hazawut (Asuat), was found to be 7,711 feet above the sea; the second, named " Tsaro, 7,974 feet.*

" On the morning of the 18th we started on our return, making the journey in " three marches, instead of four, viz.:—

NOTE BY THE COMPILERS.

* Mount Tsaro is identical with d'Abbadie's Yangargure, who gives it a height of 9,400 feet.. A comparative list of altitudes by different observers will be found in Chapter XXXVI.

Distance and route from Zula Tekonda.

	Miles.
"From Mederto to Ulela	15¼
"Illalia	13½
"Hadoda	11
	39¾
"Add, from Hadoda to Malkatto*	16
"And Tekonda to Mederto	6
"Total from Tekonda to Malkatto (camp at Zula)	61¾

Distance and route from Zula to Senafè.

"By the Kumayli route the distances are—

"From Malkatto to Kumayli	13
"Suru Pass—	
"Source of water	12¼
"Rahagedi	28½
"Senafè	9
"Total from Senafè to Malkatto (camp at Zula)†	62¾

Comparison.

"From the above figures it will be seen that there is only one mile difference between "the two routes, but there is no comparison between the feasibility of the two, the Senafè "one is incontestably the best; what difficulties there are met are all nearly confined to "one spot. By the Hadas, they are spread over nearly the whole distance. The first "15 miles from Hadoda and the last 15, or two-thirds of the way, are very rough and "bad, most trying to cattle. There is a better supply of water for the first 30 miles "in the Hadas, but at the foot of the greatest difficulty, the ascent to Teko da, there "is very little, and that not good. Grass also is to be found in greater quantity in the "Hadas, but still not sufficient for a large number of animals, and is only high up on the "side of the hills, and hay would have to be stacked on this line equally with the other.

NOTES BY THE COMPILERS.

* Malkatto was the name given by the reconnoitring party to the site of the Zula camp.

† The Meteorological Observations on the Senafè and Tekonda routes, were as follows:—

Meteorological Observations.

SENAFE ROUTE.

Date.	Halting place.	Height above the sea.	Maximum temperature.	Minimum temperature.	Range.	Observations.
1867.			°	°	°	
Nov. 4th ..	Kumayli ..	418	..	69·5	..	Day warm and dry, sea breeze in afternoon, night cool, slight dew.
„ 5th ..	Middle Suru ..	1,110	87	71	16	Sheltered by high rocky cliffs, pleasant climate, very slight dew.
„ 6th ..	Barut Gedi ..	2,621	88	..	..	Left same evening.
„ „ ..	Bivouac	..	..	55	..	Night bitterly cold.
„ 7th ..	Rahagedi ..	5,288	75	51	24	Cool during the day in the shade, sun powerful; evening, night, and early morning very cold, heavy dew.
„ 9th ..	Sonakhte ..	3,152	89	51	38	Night very pleasant, slight dew.
„ 10th ..	Middle Suru ..	1,110	88	72	16	Slight dew.
11th ..	Kumayli ..	418	99	64	35	Weather cooler, maximum in tents lately 102°, slight dew.

"If water is found, as I have every hope will be the case, in Guinea Fowl Plain, the "one great objection to the Senafè line will be removed, but, even if it is not, I consider "it would be preferable to send troops by that route, arranging for them to make a "forced march from top of Suru to Rahagedi, where there is an unlimited supply of "excellent water, only nine miles from the end of the journey, Senafè, than it would "be to attempt to send troops by the Hadas, and to waste our limited resources in "trying to improve a road requiring so very much to be done to it. Senafè likewise "has the advantage of being 20 miles south of Tekonda, and so much on the way to "Antalo. All our efforts, therefore, will be directed to make the Senafè road as good as "it can be, and before the mass of the Army arrives it will be passable for wheeled "Artillery, I trust. It is now fit for mules, camels, and horses throughout.

Epidemic among horses.

"I regret to have to report that, on reaching Hadoda, Colonel Graves informed "me that the epidemic still continued amongst his horses, and several officers' horses "had also died. I proceeded in the afternoon, with him and Colonel Phayre, to Wiha, "and selected a site to which he might change his camp, with, I hope, favourable results.

Elders of Hallai send a letter to Sir Robert Napier.

"The day we were on Koheito, a messenger arrived from Halai, with a letter* "from the elders of that part, addressed to his Excellency Sir R. Napier, of which I "forward herewith a translation. It comes from a chief portion of the elders of the large "district of Okule Kussai, and is the first satisfactory result of the issue of his Excel- "lency's proclamation, tending the services of themselves and their followers. A suitable "reply will be sent on my arrival at Malkatto. Okule Kusai is divided into many "cantons, of which the principal are Ta Kusai, Okule, Gala Hadsion, Maratta, Gala "Hamis, Soggo, Daggir, and Shimasana.

Cantons of Okule Kassai.

Cantons of Ta Kusai.

"The canton of Ta Kusai consists of Halai, with 13 villages; Tekonda, with 13 "villages; Mai Asgie, with 15 villages; Coalet, with 13 villages; and Ambera Adi, "with 9 villages.

"Halai, Tekonda and Mai Asgie are Sati Godbo, and have about 2,400 spears, or "about 10,000 inhabitants; Coalet and Ambera Adi have separate Councils, and their

The Meteorological Observations—*continued.*

TEKONDA ROUTE.

Date.	Halting place.	Height above the sea.	Maximum temperature.	Minimum temperature.	Range.	Observations.
1867.		°	°	°	°	
Nov. 12th ..	Hadoda ..	480	97	71	26	Day warm and dry, sea breeze about noon; evening, morning, and night cool, moderate dew.
„ 13th ..	Illalia	1,377	85	75	10	Sheltered by high overhanging rocks, no dew.
„ 14th ..	Tebo	2,740	87·5	65	22·5	Day pleasant, night cool, moderate dew.
„ 15th ..	Mahio	3,510	78	62	16	Ditto.
„ 16th .. „ 17th ..	Mederto ..	5,223	79	49	30	Mornings, evenings, and nights cold, heavy dew, rain evening of 17th thunder and lightning.
„ 18th ..	Ulela	..	82	59	23	Thunder shower in afternoon, heavy dew.
„ 19th ..	Illalia	1,377	84	70	14	Thunder shower in the evening night warm, very slight dew.
„ 20th ..	Hadoda	480	57	70	25	Same remark as on 12th.

* See page 311.

" decision has not yet been received. From the remaining cantons nothing has been " heard. But it is known that Maratta and Gala Hamis always vote with Sati Godbo, " and have about 20 villages. These two places have a population of 12,000 souls; " altogether, 83 villages (not 120, as mentioned in my telegram) have come forward; a " great part of the population is absent from their houses, having gone to Tigré and " Shiré, in consequence of scarcity in Okule Kusai, but the decision of the elders holds " good for them.

Report regarding Wagshum Gobaze and Prince Kassai.

" The messenger from Halai said a report was current there, that Wagshum Gobaze " had taken Magdāla, and had the British captives in his possession. The report, how- " ever, was not credited by the elders, and I only mention it here as I found it had " become known in our camp. The Catholic priests at Halai wrote to M. Münzinger, " that the Wagshum had been joined by the Gallas, and had placed himself between " Magdāla and Begemeder, cutting off Theodore from the former place. This may be " more relied upon. The prospects of Theodore were said to be getting worse and " worse.

" The chief of Tukonda, who has accompanied me to Malkatto, informed me that " Prince Kassai had made himself master of all Tigré. The Imperialists in that province " had lost heart and all faith in Theodore being able to help them, so had submitted " to Prince Kassai, Church Hailo, the Governor of Hamazen, among the number. The " Imperial Governor of Amba Haramat* had sent to both Kassai and the Wagshum, " saying he would no longer hold the place for Theodore, and one of them had better " take possession. Kassai moved first, and seized the place, one of the so-called im- " pregnable natural forts of Abyssinia, obtaining possession of several guns belonging " to the King. Prince Kassai had divided Tigré into governorships, and had appointed " governors of his own to each.

Arrival at Massowah of an Egyptian frigate and Abdul Kadir.

" In one of my telegrams I reported the arrival of an Egyptian frigate and three " steamers at Massowah, with a Pasha, his Excellency Abdul Kadir, and between 3,000 " and 4,000 troops on board; since then the frigate has been at Malkatto, and, at an " interview which Lieutenant Mockler had with the Pasha on board the frigate, the latter " said he had come to offer any assistance required, and stated that the troops he had " brought down with him were to relieve the others at Massowah, and at Khartum, *viâ* " Kassala, Kedaref, &c. These latter he proposed sending along the Abyssinian frontier " from Suakin. I need scarcely say that the presence of these troops in our immediate " neighbourhood is most inopportune, and contrary to the proposed line of policy. It " cannot fail to be looked upon by the Abyssinians as a certain sign that the Egyptians " are about to act in conjunction with us, and will make them think that our statements to " the contrary are untrue. Lieutenant Mockler asked whether the Pasha had brought any " communication from Her Britannic Majesty's Consul-General in Egypt; he said no, " because, when he left, the Consul-General was busy. He also said that a letter had " been despatched from Massowah to King Theodore by the hand of a high priest from " Cairo, to the effect that, should the King refuse to release the prisoners, they, the " Egyptians being friends of the English, would, as in duty bound, render them every " assistance, even to fighting against the King. I hope to be able to get this letter " recalled, as it will do great harm; altogether the presence of these people is most " objectionable, and I would venture to urge strongly that representations should be made " through Her Majesty's Government, with a view to their being recalled. The Pasha said " he had orders to render every assistance in his power; that he had five or six steamers

* Or Amba Tzion in Haramat.—Ed.

" about, which were entirely at my disposal; that they were going to have a fleet of " 12 steamers in these seas, armed with Armstrongs, which were soon coming out round the " Cape. The Pasha has proceeded down the coast in the frigate, it was reported, to visit " Edd and other places, but he would not say himself where he wasg oing, excepting that " he would not visit Aden, and would be absent only seven or eight days. On his return, " he trusted to see me, and at the interview, while thanking him for his offers of assistance, " I shall inform him that none is required, as every arrangement has been made by Her " Majesty's Government with that of His Highness the Viceroy, and more is not needed. " I shall request him to recall his letter, as being unnecessary, and suggest the propriety " of his awaiting further instructions from his Government before he despatches the " troops from Suakin along the Abyssinian frontier.

" I would beg to point out that the time when telegraphic communication " here will be of every importance is fast approaching, and would venture to request that " the Staff and sufficient material for a line to Senafè, say 65 miles, should be sent as " early as possible, if it has not been already despatched. There will be no difficulty in " setting it up, as I have all the chiefs on either side of the Senafè and Tukonda routes " in with me here, and am concluding a convention with them for safe passage for our " convoys and people through their country. This will also save much harassing work " to the troops.

" These chiefs have been most useful during our reconnoissance of the two routes, " acting as guides, and giving information about the country. I have again to express " the great obligations I am under to M. Münzinger for his valuable assistance in " procuring and utilizing the services of these people. His knowledge of them, and the " respect he is held in by them, have been of the greatest value.

" Slight rain fell at Mederto on the evening of the 17th, again at Ulula more " heavily on the afternoon and night of the 18th, and on the afternoon of the " 19th at Illalia, so that the cold season rains may be said to have commenced. " They are, however, as yet confined to the hilly region, only a very few drops having " fallen in the plains. A shock of an earthquake was felt at Hadoda at 8 P.M. of the 19th.

" A messenger, who was despatched from Massowah in August last, returned to-day " from Magdāla. He says that he delivered the 400 dollars entrusted to him, but could " not bring any letter from Mr. Rassam, as he heard the King had given orders for all " messengers who came from the coast to be detained in the Amba; he, therefore, " escaped the same night. M. Münzinger says he is a man fully to be trusted. He " left Magdāla on the 25th of September. A great number of the chiefs imprisoned " there had died of a dangerous epidemic which had broken out, and the Abuna was " very ill from it. The British captives were all well. The news he picked up on the " way was to the effect that the King's cause was getting more and more desperate. " The people of the country hovered about his camp, and killed every straggler from " it. His account of the position of the Wagshum was very vague, and he did not seem " to be certain whether he had been joined by the Gallas or not.

News from Magdāla, dated the 25th Sept.

" I have received intimation of the arrival of the condensers at Aden, sent out " from England for use at that place.

Arrival of condensers from Aden.

" I came in from Hadoda yesterday morning, and found that the works in the " Engineer Department, under Captain Goodfellow, had progressed most rapidly during " my absence, and in a most creditable manner. The pier is now quite ready for use, " though there is a little more to be done to complete it thoroughly; a few days will suffice " for this. The tramway is laid down to the head of the pier, and the barge purchased at " Aden moored there in 10 feet of water, so that goods can be landed on it at once,

Engineer works at Zula.

" from vessels of less than that draught. A second pier will be commenced imme-
" diately.

" The 7-pounder mountain train arrived a few days ago, under Lieutenant Nolan, Arrival of steel battery.
" Royal Artillery, who has with him only six non-commissioned officers. The battery
" has been landed and packed in camp.

" Her Majesty's ship 'Star' arrived yesterday afternoon (22nd of November)." Arrival of H. M. ship "Star."

With the above report, Colonel Merewether forwarded the following translation of a letter from the Elders of Halai in answer to the Proclamation sent to them :—

" MAY this letter, despatched by Kuntiba Radu, and Kuntiba Tasfay, and Ato Letter from Elders of Halai.
" Selassie reach the Honourable Sir Robert Napier, head of the British Army. How are
" you, very well? With great love we have received the letter you sent to us by Anianu,
" son of Kantiba Valda Gheorghis, and now we send (to you) Lidj Madhani, a Dala
" Gamis of Dejach Gobaze, the son of Shum Gadai, with a letter. As for us, we will
" not fail in doing all in our power, and you, may you not fail to do for us all what we
" will ask for. If news reach us or any one comes (against us) saying, I am the
" King's, we will send a letter, or we will come ourselves with all speed, Salugodbo and
" we; we have all the same mind. The letters you sent us we will forward them all to
" all. Written the 7th of Hadar (16th November), at Halai."

Colonel Merewether's next report was dated Zula, the 28th November, and was as follows :—

" SINCE the date of my last despatch no vessels with troops or stores have come Arrival of saddles from Suez.
" from Aden, but two have from Suez, with mules, and I am glad to say equipment in
" the shape of saddles, but no good tethering gear. Chains are absolutely necessary
" fastened to the head-stall, through the lower end of which the one long tethering chain
" for the whole line of mules can be passed. If only rope is used, the mules eat it, and
" get loose. There are numbers of stray mules every morning, owing to their having
" been tied by ropes, and some are brought from miles distant. I mention this par-
" ticularly now that measures may be adopted for a proper supply of chain; as if the
" mules get loose up in Abyssinia we may not get them brought back as readily as
" they are here.

" As all the necessary reconnoissances between this and the highlands have been Formation of depôts.
" completed, the route by the Kumayli line fixed upon, and European troops may be
" expected very shortly, it is of the first importance that depôts should be established at
" suitable points, where supplies may be stored for the passing troops, and that the line
" should be left clear of other troops, so that the Europeans may be pushed through to
" Position No. 2, without delay or inconvenience. The existing depôts are at Kumayli,
" 13 miles from Malkatto, and at Upper Suru, 12½ miles beyond. In three days' time
" a good well-cleared road will be finished to Lower Suru, eight miles in advance of
" Kumayli, and before long the road through the Suru Pass will be fit for wheeled
" Artillery. It is now easily traversable by Mountain Artillery, Cavalry, Infantry, camels,
" and mules; beyond Upper Suru to Senafè there is little required to be done.

" As before reported to his Excellency Sir Robert Napier, Senafè must be Senafè selected as Post No. 2.
" Position No. 2, there being no proper place short of it, no sufficient encamping ground
" for a large body of men at a high elevation. A depôt must be formed at Guinea Fowl
" Plain, or rather two miles short of it, where, I am glad to say, water has been found, and
" wells are being dug, at a distance of 13½ miles from Upper Suru, and another at Raha-

" gedi, 15 miles from the wells; there only remaining nine miles to Senafè. To protect " these depôts, and to have Position No. 2 prepared for the coming troops, as well as to " lay in supplies there, it is necessary that an advance should be made to Senafè without " further delay.

" I, therefore, in communication with Colonel Field, and under arrangements drawn " up by Colonel Phayre, Quartermaster-General of the Army, propose to move up to Senafe, " leaving this on the afternoon of the 1st proximo. Colonel Field proceeded yesterday to " Lower Suru, that he might, by means of working parties from his regiment, complete " the excellent road to that place, half of which he made from Kumayli. This will be " done by the 2nd proximo, when he will take on his right wing to join the left and moun- " tain train at Upper Suru. The 3rd Cavalry will leave Wiha on the 1st for Kumayli, " and come to Upper Suru on the 2nd; on the afternoon of the 3rd, the whole brigade " will move on, bivouacking half way, and arriving at Rahagedi on the morning of the " 4th. The nine miles to Senafè will be examined on the morning of the 5th, and, if the " road is found practicable, as I am informed it is, the force will advance to Senafè on " the morning of the 6th, and establish itself at the King's Camp, near that village.

Forage at Senafè.

" Reports recently received confirm the news of there having been a good harvest " at Senafè and its neighbourhood, so that straw forage is plentiful, besides grass; water " is also abundant. Intelligence has been received through Dr. Krapf, now at Upper " Suru, that a body of troops of Prince Kassai Abba Busten, the new ruler of Tigré, is " between Senafè and Tekonda, evidently sent to watch our movements, and report to " their master at Adoa. I have, as yet, no answer to my letter to Prince Kassai, for- " warded to his Excellency Sir Robert Napier, with copy of the proclamation, nor to " another subsequently sent, but, doubtless, will in a few days. I shall despatch a special " messenger in advance on arriving at Suru, should no person have come by that time " from the Prince, and take every possible measure to promote the establishment of " friendly intercourse with him as well as all other authorities.

Letter from Debra Tabor 12th Oct.

" A letter has been received from Mr. Flad, dated 12th October, from Jan Meda, " near Debra Tabor. It is very short, containing a draft on M. Münzinger for 145 " dollars, sent to Mr. Rassam, but he also adds, 'The King has yet followers enough to " 'annoy his prisoners; they were about to start for Magdāla, but as the King had not " 'reached that place on the 28th, when Mr. Rassam last wrote, I trust he has been " 'prevented by opposition he met on the road, and that he will be unable to penetrate " 'through the numerous enemies in his path.'

Official visit from and to Abdul Kadir Pasha.

" I interchanged official visits with his Excellency Abdul Kadir Pasha, and as far " as I could gather from him, he has been sent here by His Highness the Viceroy as a " kind of Governor-General of all the country on the seaboard and the Sudan, with " instructions from His Highness to give every assistance that may be required by the " British authorities. He repeatedly professed himself ready and most anxious to carry " out these orders to the fullest extent, but I informed him no assistance was now required, " but should it ever be, his offer would be availed of. He is a person of most affable

His position.

" demeanour, and apparently obliging disposition. His presence might be of great use " some day, but I would still most strongly urge that representation may be made to his " Government, with a view to the extra body of troops he brought to Massowah being " withdrawn from this neighbourhood, for the reasons given in my previous despatches. " His Excellency, in the most friendly manner, invited all the Military and Naval officers " here to dinner, last evening, on board his frigate, the "Ibrahimeah," and welcomed " all in a most warm manner.

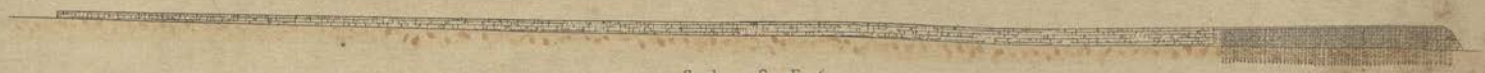
Pier at Zula reported fit for use.

" The pier is now in a fit state for use, and we are anxiously looking for the arrival

STONE PIER, ZŪLA

PLAN

ELEVATION



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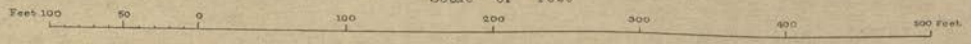

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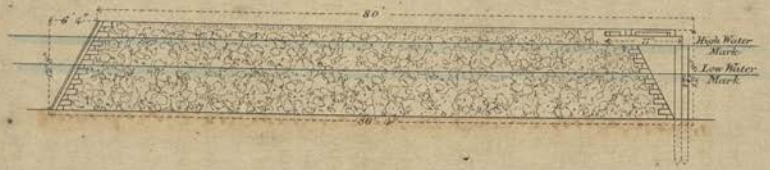

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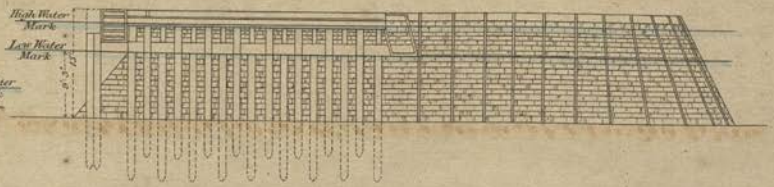

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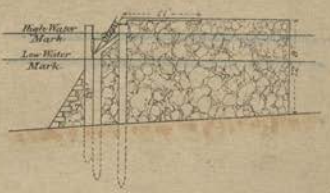

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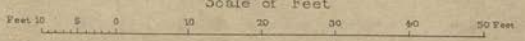

Lith. at the TOPL DEPOT of the WAR OFFICE
COL. SIR H. JAMES, R.E. DIRECTOR

" of the Sind Brigade. No rain has fallen yet, it is daily expected, and the water supply " here is very limited in consequence ; but owing to the excellent arrangements made by " Captain Edye, the Senior Naval Officer, we receive very great assistance in this respect " from the steamers at anchor condensing and sending water on shore. I would beg to " bring specially to notice the very important aid Captain Edye has afforded since his Water. " arrival here. He has not only succeeded in causing the regular supply of a large " quantity of water daily, but the men of his ship have besides been incessantly " employed from morning to night in landing mules and stores. From the constant " exposure to a still very hot sun and hard work, I regret to say Captain Edye became " quite ill for some days, but he is now, I am glad to say, well again and labouring as " before. The water deficiency will be much remedied by the arrival of the two con- " densers ordered up from Aden; but though it is a great drawback now as regards the " mules and camels which have to be kept here, it will not affect the comfort of the troops " arriving, for they will be pushed on at once from the ships to where there is plenty.

" The convention with the Chiefs on the line of the Hadas and Kumayli route Convention " has been concluded. There are seven of them altogether, and they bind themselves to with chiefs " protect convoys from robbers on the road, to recover any lost property or stray cattle, concluded. " and to give assistance in every way required, each receiving monthly 15 dollars, or " for the whole 105 dollars.

" I regret to say that the change of the 3rd Cavalry to Wiah has not been pro- Epidemic " ductive of beneficial results. They are still losing horses, and Colonel Graves informs among " me that up to yesterday 67 had died. Fortunately they had some spare ones with horses. " them, but not many. I would beg to recommend that some remount horses may be " sent up from Bombay to accompany the force, from which the men of his regiment " might purchase to replace those that have died."

The next report from Colonel Merewether, ran as follows, and was dated from the camp at Senafè, 7th December :—

" In continuation of previous despatches, I have the honour now to report that I Col. Mere- " remained at Malkatto till the 1st instant, making every possible arrangement before wether's " leaving for the highlands. report of 7th Dec.

" Owing to the circumstances previously mentioned—viz., want of subordinate " establishment, want of good muleteers (in number also), and insufficiency of equipment— " the Land Transport Corps were unable to furnish sufficient carriage to carry on from Land Trans- " Upper Suru the ten days' supply of provisions it was desired should accompany the port unable " advance brigade under Colonel Field on its onward move to Senafè, and only seven to furnish " days' could be taken, and then no hay. There were plenty of mules at Malkatto, to carriage required. " do more than was required, received from Egypt, Persian Gulf, and bought on the " spot, but equipments for only a portion were available; the remainder were useless. " Muleteers were not only deficient, but the majority of those present so utterly dis- " regarded all orders given them, and so completely neglected the animals entrusted " to their charge, that their presence was more injurious than useful.

" The most severe measures were adopted towards these people, but, though with " some effect, still, there being no continuous supervision over them, directly they were " out of sight they were as bad as ever. The Muccadums appointed from themselves " were quite as bad. These were broken, and others appointed, but with no great im- " provement.

" I have heard that 3,240 mule equipments, English pattern, have arrived. This Arrival of " is a most seasonable supply, and will be of great assistance, but the most pressing want mule equip- ment.

" still remains—Transport Corps establishment. What is urgently required is, that the " head of the Transport Corps should be on the spot with his full staff and establish- " ment, to organize and introduce proper system. To do this, he not only requires " commissioned officers and European non-commissioned officers, but what would be of " far greater use to him,—viz., a good number of non-commissioned officers, and active, " intelligent privates, to accompany and always be present with small bodies of mules, " to see they are fed, watered, cleaned, and loaded. These might be obtained by " volunteers from the Native Infantry regiments remaining in India, and I would " strongly recommend that to each division of 2,000 animals, 100 of these men should " be attached. They will see orders attended to, system carried out, and, being " accustomed to marching, will know how the animals should be loaded. The extra " expense on this account will be more than compensated by the preservation of the " cattle, and on that everything depends. Warm clothing should be freely given to the " mules and muleteers, for the cold is very great up here. Thermometer a few nights " ago fell to 29° 5′, and is near freezing point nightly.

Transport and Commissariat officers required.

" It is very necessary also that the head of the Commissariat should appear. Major " Mignon has been working hitherto with but one officer to assist him, Captain Shewell " and the services of both are so indispensably necessary at Mulkutto that I have been " compelled to come here without any Commissariat officer. It is of the utmost impor- " tance that immediate arrangements should be made for the formation of a very large " depôt of provisions here, and I trust the arrival of other officers will soon permit of " Major Mignon joining me here.

Departure for Senafé.

" I left Zula on the afternoon of the 1st, with Colonel Wilkins, Dr. Martin, " and Dr. Austin,* whom I had invited to accompany our party. At Kumayli we " were joined by Colonel Phayre, and next morning left for Upper Suru, arriving at " 10 o'clock.

Report on road to Kumayli.

" The road from Zula to Kumayli is excellent now; the first eight miles or so " made by Major Baigrie, Assistant Quartermaster-General; the last part by working " parties from the 10th Native Infantry, under arrangements made by Colonel Field; " the road-making being directly superintended by Major Pierce, who also deserves very " great credit for the rapid and complete manner in which the work was done. It was " carried on for four miles beyond Kumayli up the river, and again for two miles down- " wards from Upper Suru, when the 10th were moved there on the 28th ultimo. Only " two miles remained unfinished in the middle; these would also have been done could " the regiment have remained longer at Lower Suru, but they had to be moved up on " the 1st to Upper Suru.

Road through Suru gorge.

" The road through the last part in the gorge is being rapidly pushed on by Lieu- " tenant Jopp, R.E.; and by blasting and ramping it will, I hope, be ready for use by " the time the Field Battery will be in a position to advance so that it may drive through.

" Lieutenant Jopp has but one company of Sappers at present with him, but directly " the Madras and the other company, Bombay Sappers, arrive, the two Bombay, which " will then be at Malkatto, will go to this pass with Captain Goodfellow to finish it off, " and then pass on to where improvements are required on ahead. Beyond Upper Suru " a fair road has been cleared of jungle and stones, for a distance of two miles and a " half, by Major James, with the left wing of the 10th Native Infantry; and it will be " further so cleared by the Beloochees, who will shortly proceed to Upper Suru and to " Rahagedi. The Sappers will be set to finish off the three wells being sunk near

* Dr. Austin was the special correspondent of the " Times." (Ed.)

" Guinea Fowl Plain, to make the Rahaguddy Pass fit for Field Artillery as they come " on. The company of Sappers with me here will commence improving the last ascent " hereafter described.

" At Upper Suru I found that Colonel Field was quite ready to move on with " the Mountain Train and 10th Regiment Native Infantry, leaving a company there " for the present, to be relieved on arrival of the Belooch Regiment from Sind. The " 3rd Light Cavalry were to march from Wiha to Kumayli that morning, and follow " at a day's interval, so as not to choke the road.

" We left Upper Suru at 3 P.M., marching till a quarter to nine, when the well near " Guinea Fowl Plain was reached, and the column bivouacked for the night. Three " feet of excellent water was found in the well, at a depth of about 24 feet; by morning " it was drawn dry. This well will be improved and two more sunk, so that a depôt " may be formed here, and it be made a halting-place for the day.

" Resumed the march at 5·15 A.M., and at 10·43 Colonel Phayre, Dr. Krapf, and " I, reached the end of the Rahagedi Water, 15½ miles. The night and morning had " been very cold, but when the sun rose above the hills, after nine o'clock its power " was very great, and proved trying to the Infantry marching, so that they did not reach " the Rahagedi Water till late. At Enderta, 10 miles, they had obtained some water " in a gorge 800 yards to the left of the road, which, though limited in quantity, was " very good in quality. This proved a great help. Though there is no great obstruction " in the road between the well and Rahagedi, still the ground is rough and strewed with " large stones. Patches of jungle had also occasionally to be passed through. The " moon was young, and set behind the hills about 9 P.M., so that the column could not " move till it was clear daylight. When the road is cleared, as it will be as soon as " possible, this march should be made chiefly by night. When the moon is older, and " lasts till morning, it may be done so before the clearance. That night the troops " bivouacked in the Rahagedi Pass, by the water, occupying dry spots on the side " of the hills. With Colonel Phayre, I walked in the afternoon to the head of water, " and we there found a tolerably low spot in a loop of the torrent, which, when cleared of " jungle, would make a most excellent encamping ground, well above highest water- " line.

" Next morning, the 4th, one company of the 10th, under Major Pierce, was sent " to the top to commence clearing the encamping ground, while another was set to work " to improve some difficult bits in the pass, and 100 men, with some muleteers, were " sent up the hills to collect grass for the mules. Accompanied by Colonel Phayre and " Dr. Krapf, I started at 6·30 A.M. to visit Senafè. On the way we were met by the head " men, to whom I had sent from Upper Suru, telling them to come to the camp. The road " along the bed of the torrent was found most excellent, excepting in two places, where " large rocks made a divergence over spurs necessary. The first obstacle could easily be " surmounted, the second would take too much time, so the passage over the hill must be " kept to. The rise is not above 100 feet, and can soon be made practicable for guns even, " and fortunately there is an abundant supply of water in the river course below, so that " the working parties can encamp there. The distance from Rahagedi Camp is not quite " 3¾ miles. 1¼ mile further on we came to the foot of the final ascent to the Senafè " plateau. This proved to be a mere bagatelle compared to the Tekonda one. Its length " is less than a mile and a half, some part of which is level and good. The total rise in " that distance only 730 feet. The path, a mere track, was a good deal encumbered with " loose stones and brushwood, requiring to be removed before laden animals could pass, " but there was no part inconveniently steep. From the top of the ascent to the King's

" camp was less than $1\frac{3}{4}$ mile, over a level plain recently cultivated. The King's Camp " was reached at $10\frac{1}{2}$ A.M. It is situated about three-quarters of a mile from the village, " and has an ample supply of good water close to it; and there is plenty of space all round " to encamp a very large force. There is a fair supply of grass near, in spite of the " drought and visitation of locusts, many of which destructive insects were still present. " After rain, which the people told me is now expected, the whole plain would be covered " with grass. Boosa, chopped barley straw, which makes good forage, is also procurable. " We returned to camp at Rahagedi by 4 P.M.

Description of routes to Senafè.

" The whole distance from the coast to the highlands on this line had now been " traversed; a more favourable one could not be desired. From the sea to Kumayli, " 13 miles, is nearly a dead level, over which the railway is about to be laid. The proposed " direction is being surveyed by Lieutenant Willans, R.E.; and that officer accompanied " us from Malkatto to show the line, which has been well selected. From Kumayli to the " foot of the final ascent, the road follows the bed of a mountain torrent (called in different " parts Kumayli, Suru, Nebha Gedi, and Rahagedi) for a distance of $46\frac{1}{2}$ miles, " gradually, almost imperceptibly, rising to a height of nearly 6,000 feet above the entrance " of the river. The only really difficult parts are the Suru and Rahagedi Passes. In " the former is a very bad bit for about 250 yards, and the whole of it, $3\frac{1}{2}$ miles, requires " improving before wheeled Artillery can be driven through; but the worst part finished by " the Sappers, the rest will take little time. The Rahagedi Pass, $1\frac{1}{4}$ mile, has no great " obstruction, but will have to be improved throughout; this will not take long. Between " Upper Suru and Rahagedi, the road will be made by working parties from the " Native regiments, detachments of which will at once be placed at those places, and at " the wells midway, commencing with the Belooch regiment, which has arrived at Malkatto, " and whose head-quarters will be at Rahagedi. Trees and brushwood will be cut down, " stones removed, dips levelled, and the roads clearly marked, so that it may be traversed " on the darkest night. All this has been judiciously provided for by Lieutenant-Colonel " Phayre.

" Lieutenant-Colonel Wilkins will, on the arrival of the Madras Sappers, order " up Captain Goodfellow, and the two Bombay companies now engaged on the piers, " &c., at Malkatto, to assist in completing the Suru Pass. The company of the Marine " battalion attached to the reconnoitring party will also move to Suru, on being relieved " by the Belooch regiment from Malkatto and Kumayli. The Sappers, after Suru is " done, will move on to Rahaguddy, leaving a party at the wells to perfect them.

" The company of Sappers here, No. 1, will be engaged making the final ascent fit for Artillery.

" The troops and cattle were rested on the 5th, save the Sappers, who went on to " the spur; and on the morning of the 6th, Colonel Field moved the mountain train and " head-quarters of 10th Native Infantry on Senafè, leaving two companies under Major " James to complete the clearance of the encamping ground at top of Rahagedi, when " they will rejoin; a Native officer's party only remaining to protect the depôt. Lieu- " tenant-Colonels Phayre and Wilkins preceded the column, with a company of the " 10th Native Infantry, under Major Pierce, to clear the road. The bad part in the " torrent was made good by the 10th, and the rise over the spur passable by the Sappers " before the column reached these places, and the path of the ascent was made clear " while the troops halted below. The whole were on the top and reached the camping " ground by 1·15 P.M. This body of troops had marched from the sea without hitch or " difficulty, and thus it was fully proved that there was nothing insurmountable to stand " in the way of British troops reaching the highlands of Abyssinia. The 3rd Light

" Cavalry arrived at the foot of Rahagedi on the 5th, halted on the 6th, marched " in here to-day. I regret to say the disease still causes losses amongst the horses, but " this may be owing to debility as much as anything; six horses died on to-day's march. " It is to be hoped that the change of climate will soon cause an improvement. The " climate is certainly excellent; fresh bracing air, like fine October weather in England. Epidemic among horses. Climate.

" On returning to Rahaguddy, on the afternoon of the 4th, I found a confidential " messenger had arrived with a letter from Prince Kassa Abba Busbus, of a very " friendly character. Copy of a translation of it, as well as of my answer, is annexed. " It will be observed he styles himself 'Head of the Chiefs of Ethiopia,' and his " letter had the royal seal impressed on it. I carefully avoided noticing this in " replying. Letter from Prince Kassa.

" The bearer of the letter was Murcha Workee, brother of the Gabroo Wurkee, " whose sons are being educated under Dr. Wilson at Bombay. He was specially sent " by Prince Kassa, because he understood and spoke English well. He told me his " master was most anxious to do everything in his power to show his friendly dis- " position, and I believe this to be in earnest. It was most unfortunate that my first " letter to the Prince, with copies of the proclamation, was not delivered; but I have " learnt that the bearer heard, when *en route*, that his father had been imprisoned by " Kassai for some fault, and was afraid to go on, as also to return, knowing I should be " offended. Murcha Workee.

" Murcha Wurkee informed me that the report at Adoa was, and was generally " credited, that Prince Menelek had really come to the neighbourhood of Magdāla in force; " and to-day he adds that the Gallas, under their female leader Warkeit, to whom Magdāla " properly belongs, were united with him. It is also said that the garrison of Magdāla " were treating to surrender the place. This is most important, for, if true, the safety of " the captives is secured. There should, however, in my humble opinion, be no cessation " of the measures now being carried out by Government, if this is verified; for, if any " change is heard, difficulties may be raised by the Shoans in regard to their being for- " warded to the English camp, and every delay will only induce them to take greater " advantage of the position. Reports at Adoa.

" Moreover, there are the captives still in the power of the King, including Mr. " Rosenthal, Mr. Flad, and their children, whose rescue must be ensured.

" The King's situation, Murcha says, is getting more desperate every day. He " burned Debra Tabor, all but the church he built last year, and marched to Kemer " Dingia, 16 miles on the road to Magdāla, which he is most anxious to reach, but finds " the opposition too great. If any of his soldiers quit the camp to cut grass or wood " they are killed by the infuriated peasantry lurking about.

" Wagshum Gobaze is in Lasta. There was a report that he was coming in this " direction to compete with Kassa for the possession of Tigré, but it is now said he is " watching Theodore's movements. A messenger is said to be on the way from him with " friendly overtures. All seem anxious to speedily secure good will. All the people " here appear delighted to see us, and to-day the whole of the Chiefs of the neigh- " bouring district of Shimasana came in a body to pay their respects.

" This Senafè is but a poor village of about a dozen huts, not having any quantity " of supplies, but there are many more villages about in Shimasana, Agame, &c., from " which supplies will rapidly come in, now we are established here. Some mules and " bullocks were brought in to-day from Agame; these were bought at once, and the sellers " returned immediately to bring more, and supplies of the nature we require—barley, flour, " and ghee. M. Münzinger is actively engaged in getting these things. Description of Senafè.

"Letters from Mr. Rassam passed through Adoa on the 1st instant, and unfortunately were taken on to Massowah through Hamazen. I daily expect them back.

Arrival of the Sind Brigade.

"The Sind Brigade has arrived at Malkatto, and will be sent on to this as soon as carriage serves; and provisions can be placed for them on the road, as well as forwarded to this. This will cause a little delay, but it is unavoidable, as they have only brought their supplies with them; and the carriage, as before mentioned, is not in the best order. They will be encamped meanwhile at Kumayli, which is healthy and dry, so will not suffer in any way.

Arrival of 10th Company of Royal Engineers.

"A detachment of Royal Engineers has come from Suez, but as they have brought neither tents, bedding, or cooking utensils, they have to be kept on board a ship at the anchorage until these necessaries arrive from Bombay. I would beg to recommend that, should other troops be despatched from England, they should be complete in everything.

Arrival of telegraphers

"The telegraph party and material has also arrived, and the line to this will be set up with the least possible delay, but I fear there will be some, from the establishment not having brought the necessaries above mentioned. This will be remedied if means are available, but it is by no means certain, as only what is absolutely required has been brought by each arrival.

"It will be seen from the above report by Colonel Merewether that the reconnoitring party selected the route from Zula to Senafè by Kumayli and the Suru Pass as the best available road to the highlands of Abyssinia."

The following is the report of the Commanding Engineer of the Force on this route:—

Commanding Engineer's report on the route selected to Senafè.

"The practicability, or otherwise, for troops, stores, and materiel, of the route to the highlands of Abyssinia at Senafè by the Kumayli Pass, 13 miles from Post No. 1, at Malkatto, on the sea-board, and the discovery of a plateau, capable of accommodating a considerable force, at about an elevation of 4,000 feet, forming Post No. 2, may be said to have been the principal objects of the reconnoissance; the supplies of food, forage firewood, forming merely subsidiary points of enquiry.

Water supply!

"The water supply is bound up in the practicability of the route, and, although it must be truly stated that no water supply is now obtainable for 28¾ miles, that is, from the head of the Suru Pass to Rahagedi, yet from the favourable nature of the climate, combined with the probability of obtaining water from wells, now about to be dug on a spot pointed out by the natives as where wells formerly existed (this spot being about twelve miles from the Suru Pass), and also taking into consideration the fact that the lowland rains, said to affect the torrent, being about to commence, this difficulty, it is not at all unlikely may be removed.

"Thirty miles without water, at the head of the Salt Plain, Lower Ragule, being 200 feet below the sea level, and intensely hot, it is much to be feared, would close that route, but the circumstances are far different here. The Suru Pass is over 1,000 feet above the sea, while Barut Gedi has an elevation of 2,700 feet, and Rahagedi 5,600 feet, above that level. Much can be endured in such a climate as here prevails which would be impossible, excepting with extraordinary preparations, in the lowlands. Should our endeavours to procure water on this route fail, it must be provided for by a bivouac for the men, and the whole distance covered in a march. The baggage animals can and must go the distance without water, but the march should be made at night.

"A considerable portion of labour will be necessary to make the Suru Pass prac-

" ticable for batteries of Artillery; three companies of Sappers must be concentrated " on the two or three miles of pass, and it is anticipated that they will succeed in " making this portion of road in sufficient time for the advance of the British force " the end of December or January next.

" Until within five or six miles of Rahagedi, and through the short Suru Pass, Gradient. " the slope of the bed of the torrent is wonderfully even throughout. The last few " miles to Rahagedi are somewhat steeper than the rest.

" A road may be said to have an easy average gradient, and yet be impracticable " in places; but it may fairly be stated that the gradient of the torrent bed, from the " commencement of the gorge at Kumayli to Rahagedi, seven or nine miles from " Senafè, with the exception stated above, which are far from being impracticable, is 1 " in 41.

" That such a favourable natural route up to the highlands should exist is indeed " most extraordinary. Excepting by made roads, where are the mountains of 8,000 feet " elevation which can be ascended by a naturally-formed road at such an easy gradient " as 1 in 41. The easiest mountain roads now made are about 1 in 35. There are " no cataracts or rapids here. The ascent to Senafè by the natural route is easier " than the made road up the St. Gothard Pass on the Alps, which is the same height, " easier than the Simplon road, both of which are traversed daily by wheeled traffic.

" All impediments and difficulties on the line can easily, and without much labour " and waste of time, be removed.

" There are several favourable places for camping ground for a regiment all up the Halting places on the road. " route; Kumayli, at the gorge, is the first, and could accommodate several regiments; " the next, at the head of the Suru Pass. The torrent then widens considerably, " and, near Soonaktee, there is open ground for a large force. The ravine at the " water at Rahagedi is narrow, but the table-land is only nine miles off. The route, by " this pass, is practicable for horses, mules, camels, and bullocks, and can be made, with " some expenditure of labour, practicable for gun carriages. One difficult place on " the Suru Pass is described in the reconnoissance as follows:—'Such an Abyssinian " 'staircase as this would shut up any route for camels,' and yet a company of Sappers " is capable of making an easy ramp over the place in three or four days.

" There is very little forage on this route; tufts of grass appear on the mountain Forage. " sides, but it is not readily procurable in any quantity. Forage would have to be " carried for the animals. The native cattle are fat, but they wander all day on the " mountains, and easily climb places which appear almost inaccessible; this is from " habit. There is plenty of firewood all the way, dry and ready for burning. It is Fire wood. " difficult to get natives to part with their cattle; they expect an exorbitant quantity of " grain in return; money is of little value to them. In a short time, when our fair " dealing is understood, meat will be obtainable; nothing else.

" It is believed no danger from water in the torrents is to be anticipated at the Anticipated danger from floods. " present season. Floods may occur in the Abyssinian rains ending in August. The " lowland rains, about to commence, are said only to cause a small stream to flow " down the lower bed of the torrents, but can be avoided.

" The camp to form Post No. 2 must be on the table land at Senafè; there are " no plateaux below.

" The country up to the highlands from the sea-board is inhabited by Shohos, a " poor pastoral race of Mahomedans. Their food consists of meat and milk; they " seldom get grain, but wish for it. The Shoho guides have wonderful endurance, " and get over ground very quickly without any apparent fatigue.

Possible defence of the route.

" Any defence of the route by the Abyssinians is not contemplated. The road is " bounded on both sides its whole length by rocks and lofty mountains, either inaccessible, " or accessible with difficulty, forming very formidable positions in places for a well- " equipped enemy on the defensive. An enemy without artillery and fortified positions, " but with small-arms, would have very litlle advantage over an invading force. For an " enemy without small-arms, or with only a limited number, the advantage is entirely " on the side of the well-armed invader."

The following is a translation of the letter from Prince Kassai Abbo Busbus, Ruler of Tigré, referred to above :—

Letter from Prince Kassai.

" In the name of the Father, the Son, and the Holy Ghost, one God; letter sent by " Dejasmach Kassai, Head of the Chiefs of Ethiopia, to reach the Chief of the English " soldiers. How are you, very well?

" By the Christ's grace, I have recovered the throne of my ancestors, of Mikael, of " Walda Selassie, of Sabagadis. Of old we are house friends, from Consul Salt till down " to Plowden. I expected to receive a letter from you, but as it has retarded I have sent " myself. I know not what you have come for; if I knew it, it would please me. We are " house friends. I am sending Lej Murcha, the son of Atu Wurke, who knows my language " and yours. I am sending (what I have in) my heart, and you, too, send to me (what you " have in) your heart.

" In the year 1860 from Ch. N. in the time of John the Evangelist, in the month " of Hadar, the 18th, written Wednesday."

Reply to letter from Prince Kassai.

To this letter Colonel Merewether replied as follows on the 5th of December :—

" How are you—are you quite well?

" Your letter has arrived and given us much pleasure. We had already sent you " two letters, and were very much disappointed at their not having reached you.

" We sent you those two letters, relying on the knowledge of our mutual friendship " existing since Ras Mikael, Walda Selassi, and Sabagadis.

" We are now about to proceed to Senafè, and will remain there until the arrival of " General Sir Robert Napier.

" Meanwhile we beg of you, in consideration of our great friendship, to cause the " proclamation we now send to you to be published in the provinces under your rule.

" Another most important matter is, that we require wheat, barley, grain, and " all other kinds of provisions, also a large number of mules, for all which we are willing " to give a fair price.

" We would ask you to be good enough to make this known to the Chiefs and to " the peasants, so that they may bring them to us.

" We should be glad to have Lej Murcha with us here, as he would be useful for our " mutual intercourse, and so we ask you to give him leave."

Arrangements at Zula.

Whilst the heads of the different departments of the reconnoitering party were engaged in selecting the best route to the highlands, depôts, halting stations, &c., the remaining officers of the party were superintending the duties of their respective departments at the camp at Zula.

The officers of the Royal Navy, and of the Quartermaster-General's Department, were busily engaged in all matters connected with shipping, buoying and lighting the

TANKS & TROUGHS

AT ZŪLA

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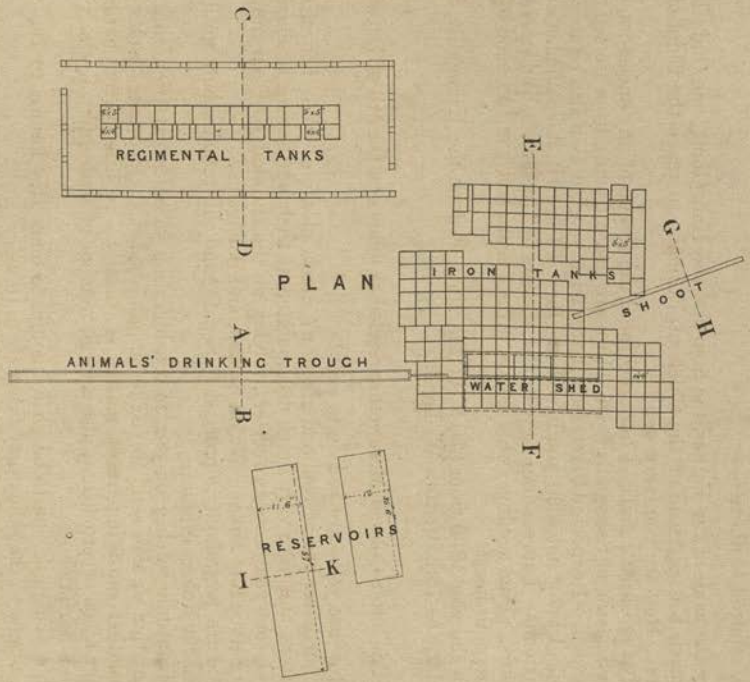
Section on I. K.



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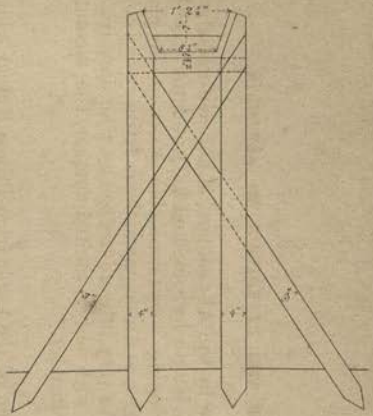

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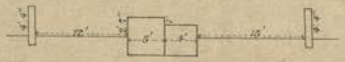

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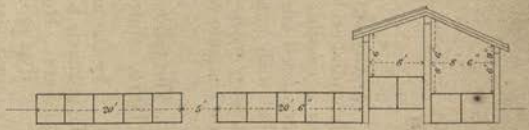
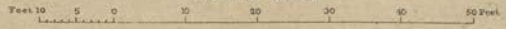


Scale for Plan

Scale for Sections



Scale for Section of Shoot

Lith. at the TOPL DEPÔT of the WAR OFFICE
COLL SIR H JAMES, R.E. DIRECTOR

entrances to the harbour, the conveyance of materials for building, condensing of water, landing of troops, stores, followers, mules, &c. Surgeon Lumsdaine superintended all sanitary arrangements, and Captain Goodfellow, R.E., the several engineering works. These, up to the end of November, may be described under three heads, water supply, arrangements for landing troops and matériel, and communications.

Water supply at Zula by the end of November.

At the time referred to water was required for about 2,000 animals (mules, horses, and camels), and 2,000 men. To meet this demand all the wells which formerly existed in the bed of the Hadas had been cleared and about 20 new ones excavated. These wells were on an average 15 feet deep and 8 to 10 feet in diameter; the water obtained from five or six of them was said to be very good, though the supply was limited. Sixty Shoho coolies were employed daily on the wells, and by this means the supply was kept up.

The water in some of the wells was brackish, but not so much so as to be refused by animals, and a few of the mules and camels (about 200) were watered at them, the remainder were taken to the tanks on the beach where condensed water obtained from the shipping was stored. A number of iron tanks had been placed close together, in the form of a square of about 10 yards, outside was a railing forming a square of 15 yards, and along this railing, and on three sides suitable watering troughs had been constructed, also a wooden shoot supported on trestles, this shoot was 160 yards long, and had a fall of 3 feet. 80 yards from the end of the shoot the water-boats were moored, and by means of a powerful pump the water was forced through two hoses into the shoot till the tanks were filled. Her Majesty's Ship "Satellite" furnished a working party daily for this work, which resulted in 30 tons of water being available for issue.

Landing arrangements.

Piers.

In the arrangements for landing it was of importance that the pier should be first constructed, and every effort had been made to push on this work. A tramway 300 yards long and capable of supporting heavily laden trucks was available, the end of the tramway took trucks alongside of boats drawing 6 feet of water, and tugs or lighters came alongside of a barge which was anchored at the head of the pier in 15 feet of water; from this barge to the pier-head there was a staging, and it was possible to land the heaviest articles quickly. Another pier had been made available, about 900 feet long and 30 feet wide.

In connection with arrangements for landing stores, a shed 120 by 20 feet, with a floor raised $2\frac{1}{2}$ feet had been constructed for the use of the Commissariat Department.

The ground in the vicinity had been raised and levelled, a working party from Her Majesty's Ship "Satellite" having been profitably employed in excavating soil, and bringing it to the spot required on trucks.

Communication.

An officer of Engineers had been engaged in surveying for a line of road from the landing-place or sea-shore depôt to the outpost at Kumayli, and had selected a line suitable for a tramway as well as a road.

Commissariat arrangements.

Major F. P. Mignon, was the Commissariat Officer selected by the Bombay Government to proceed with the reconnoitring party, and he was entrusted with the duty of preparing for the arrival of the force, as far as the Commissariat Department was concerned.

The establishment which accompanied Major Mignon consisted of three clerks, one overseer, two inspectors, and a weighing-man. On the arrival of the advanced brigade on the 21st October an additional establishment, under Lieutenant Shewell, Sub-Assistant Commissary-General, was landed. This establishment consisted of three conductors, nine clerks, thirteen inspectors, and eleven weighing-men. No further Commissariat Establishment arrived till the 23rd of December, so Major Mignon may be

considered to have worked his department with the above establishment only for nearly the first three months after the landing of the reconnoitring party.

Zula depôt.

On landing at Zula on the 4th October a temporary Commissariat depot was formed to the left rear of the camp, on the left bank of the watercourse, about three-quarters of a mile from the sea-shore. The Commissariat Office was opened for business the next day, and hay and provisions landed and stocked ready for issue. The stores were landed in ships' boats, and in a flat brought from Aden, with a supply of coal. On the 10th October the camp was moved about 500 yards further inland, to a plain about a mile from the beach, or nearly on the right bank of the water-course, and here ground was marked out for the Commissariat Depôt, Transport Train, Ordnance Park, &c. After the landing of the Advance Brigade, and the heavy increase of work in landing and receiving stores, it was found that great inconvenience would result from the distance of the depôt stores from the landing-place, and to keep pace with the work it became necessary to leave the ground that had been thus selected and move the Commissariat Camp to the immediate vicinity of the sea. It was found that with every exertion the means at disposal at this early period only allowed of the removal to such a distance of a very small portion of the stores they could land. On the 23rd October, 1662 bags of grain and flour were moved to the depôt; on the 24th, 1,066; on the 25th, 1,800 bags, and so on, a rate of progress inadequate to the wants and requirements that were shortly to be made on the department. It became, therefore, a necessity to store as near the shore as possible, to forward supplies direct to the interior as landed, and to concentrate the establishments and utilize labour to the best advantage. The change of site admitted of this being done and great progress was made in the early part of November.

Description of the foreshore at Annesley Bay.

The landing and foreshore of Zula have been already described; not only was it impossible to bring boats within 150 yards of the shore, but the shore itself was a dead level, subject to inundation. At spring tides, for a considerable distance inland, at a subsequent period, the sea was in a great measure kept out by the erection of a wall and bank. To prevent loss from this cause, platforms were made of screwed hay bales, and on these the stores were packed in pyramidal form. Some thousands of tons of rice, flour, gram and other grain, were so stacked in perfect preservation; and as the stacks were used or removed, it was found the hay was still issuable, and had suffered but little damage.

Erection of store sheds.

The first of the store-sheds received from Bombay was erected close to the beach, and was found very useful for the protection of the more perishable articles. One end of it also served as an office. Other three sheds were at a subsequent period erected to the north and west of this one, in prolongation of the projected Commissariat pier, and parallel to the line of rail about then to be commenced—an arrangement which allowed of delivery by rail along the entire line of the store-rooms and stack-yards continuously.

The depôt stores were divided into branches, each in charge of a Commissariat subordinate. The branches were clearly defined, and marked on signboards for the convenience of the public.

Division of depôt stores.

In the first branch were stored all the medical comforts, hospital equipments, clothing, &c. The second contained articles of European rations—tea, sugar, flour, biscuit, &c. The third was for Native provisions, such as rice, flour, dhall, salt, ghee, curry stuffs, &c. The fourth for the exclusive issue of rum and malt liquor. The fifth for forage and grain for horses, mules, bullocks, and camels. The sixth was the ration-stand, at which requisitions were complied with for all articles of daily provisions for the station and camp, and the seventh was a miscellaneous branch for the receipt and

safe custody of unclaimed and missing stores. This last branch was found necessary, and established at a later period.

Inland depôts.

The reconnoitring parties to the interior decided on the sites of inland depôts. On the 13th of October they returned to Zula, with good accounts of water and encamping grounds. At this period the want of water was much felt in the Zula camp, for out of sixty-four pits which "were overflowing" on the landing of the party, barely twelve contained more than a few gallons, and this supply was daily decreasing.

Want of water.

Hadoda depôt.

On the 15th of October, the Cavalry detachment and the great portion of the Infantry reconnoitring party left for Hadoda, and here was established the first inland depôt. Supplies for men and animals were sent out as required from the Zula camp. At the end of October the 3rd Light Cavalry were sent to Hadoda, and shortly after to Wiha. As troops arrived and were moved forward on the selected line of route to the highlands of Abyssinia, these depôts were given up, and others were established at Kumayli, Suru, Upper Suru, Undul Wells, Guinea Fowl Plain, Rahagedi, and at Senafè.

Of the above, the Suru and Guinea Fowl Plain stations were only temporarily kept up until the roads were completed. The others became large depôts, and were worked continuously until the return of the force to the sea coast.

The depôt of Kumayli was established on the 22nd October, and became eventually the terminus of the Zula Railway. The other depôts were organized as required for the Pioneers of the Force during the month of November; and Senafè, the first and most important of the highland depôts, was opened on the 8th December, 1867.

Depôt system and daily routine.

Care was taken to stack and store the provisions and other stores in systematic order, so that issues could be made at any time of any article, without interfering with the issue of large masses for conveyance inland. Branches were formed as already described.

A Deputy Commissary was placed in charge of the stores of the sea-shore depôt, and under his orders were placed Inspectors and other Commissariat subordinates, to whom detailed instructions were issued daily. The discharge of cargo and its receipt on shore was arranged for over night for the next morning. The Commissariat officer furnished the Senior Transport Agent daily with the names of the ships he wished to be discharged, and the names of the Commissariat subordinates he had nominated to these ships.

The Harbour Master, or officer in charge of boats, was furnished every night with the names of the transports under discharge, and the number and description of boats required by the Commissariat alongside each vessel.

The Commissariat Inspectors were daily instructed what stores were to be sent over the ships' sides, and any other duty to be attended to. Small books in the form of cheque-books were furnished to these subordinates. On the counterfoil of each page was entered the actual quantity of stores received from the ship and put into each boat. The boat-note and counterfoil were then signed by the ship's officer and the Commissariat subordinate, in proof of each being satisfied that the stores had been delivered and received correctly. The boat-note was then torn off and made over to the Boat Tindal, who delivered it to the Inspector on shore. The Inspector tallied the contents of the boat, and wrote on the boat-note any deficiency or surplus. At the end of the day's work, the stores entered on the counterfoil were added up, and a receipt was passed to the Commander of the ship, by the Commissariat subordinate, for the whole of the stores received and landed during the day.

On the completion of the day's work, the discharging Inspectors furnished the warrant officer in charge of stores with a tabulated list of stores sent off by them, exhi-

biting the number of the boat and boat-note, the quantity in each boat, total, dated and signed, &c. These tabulated lists were entered in a book, the "Clearance List of Transports," and forwarded every night to the Commissariat Officer for inspection. The "Clearance List of Transports" exhibited, in tabulated form, every article shipped at Bombay or other port, as per provision and stock statements forwarded to the office. The supplies for Natives and Europeans and stock were separately shown, credit was afforded daily for the stores landed, the account totalled and balanced, and a clearance receipt was finally passed to the Commander for the stores received, on his returning the daily receipts passed to him by discharging Inspectors.

The invoices of Commissariat stores and Military stores, consigned through the Commissariat, were separately filed, and ships indexed, and from these were prepared a packing account book, separately, for Commissariat and Military stores, exhibiting in detail every article shipped, and the name of the ship in which they were to be found. In the last column the date of delivery and passing of receipts were entered.

The above was the system under which the stores were landed at Zula. The daily routine of work was as follows:—

At daybreak the Shoho coolies commenced arriving to be employed for the day. The Assistant Commissary-General, or his assistants, mustered them in gangs under their several head men, entered the numbers in the daily employment roll, and then distributed them as required. The Commissariat Inspectors having been told off to their duties the day before, were at their several posts to receive these men, and commence work. Some were taken to the cargo-boats to land stores, others to the stacks to arrange the bags, others to stack hay, &c. The Commissariat Officer then inspected the rations at the ration stand, the bakery, the slaughter yard and cattle pen, and then returned to the pier, visiting the several branches of the stores, and personally supervising despatches to the interior. After this, payments for purchases were made. The Shohos were allowed an hour's rest during the day for meals; at dark the men were mustered, arranging themselves in gangs as in the morning; they were counted by the Commissariat Officer, and paid by him personally.

Coolie labour.

The Commissariat Department was for the first two months almost entirely dependent for labour on the Shohos they could hire on the spot.

Description of Shohos, and Shoho labour.

These men were said to be physically incapable of much exertion, weakly, emaciated, and lazy. By dint of persevering and kindly driving, work was got out of them, but a more unpromising material it was impossible to imagine. For some weeks every package had to be landed through about 200 yards of shoal water; and it was necessary for the Commissariat officers to lead the men into the water, and remain by them at the boats on horseback. This labour, however, was of the utmost importance to the Commissariat Department at the time, for none other was available, so high pay and every encouragement was held out to these men. It took two men to bring on shore a bag of flour or grain weighing 75 lbs.; six men would not, without much grumbling, touch a bale of hay, and generally eight were heard groaning under the load. They however improved at a later period, and each man would bring a bag on shore when the Madras bearers arrived, and they found the Department was not entirely dependent upon them.

Each Shoho received a dollar for five days' work, or five Shohos received a dollar for the day's work, there being no smaller coin. Not being satisfied with this pay, they struck work on the 11th November for an advance of four days for the dollar. To have yielded would have put a stop to all work in the future, demand would have succeeded demand, so they were made to understand that the rate had been fixed once for all,

and would be adhered to as long as we wanted their services. The following day the men returned.

Once again, some time after, they struck for extra pay, or a supply of water and food. The demand was refused, and a day's work was lost; but by the assistance of the Naib of Arkiko the men again returned to duty, and the question was never after raised. These men appeared entirely under the control of their head men. They had to be humoured a good deal, and carefully treated.

Bad as the labour was, fortunately numbers made up for quality. Every man who offered his services was hired, and there was ample work for all. From 300 to 500 were employed and paid daily until men arrived from India.

Danakil labour.

A few Danakil came across the bay with one of their head men, and worked very fairly; but it was impossible to get many, or induce further importation of such labour.

Thus gradually thousands of tons of provisions and forage, building materials, railway iron, Military stores, Transport Train equipments, &c., were landed by the Shohos.

Steps were taken in December to supplement local labour from Egypt. A head man and forty-one porters arrived early in January from Suez. They were strong, able-bodied men; but many got sick at Zula, and subsequently the whole were sent back to their country in April.

In December, the Madras and Bengal dhooly-bearers arrived and worked on the pier, and did away with the necessity of employing the Shohos exclusively.

Sea transport including cargo boats.

No transports were permanently attached to the Commissariat for the first few months. Provisions and stores for the Force were sent in ships and steamers, sometimes with and sometimes without troops on board. These were taken up at either Bombay, Calcutta, or Suez; and reports regarding them will be found in Chapter VII.

The Commissariat had in charge ten cargo-boats obtained from Aden. These were of from four to six tons burthen each, and were paid at the rate of 40 rupees the ton per mensem.

The cargo-boats for landing stores were under the charge of Lieutenant Dawes, of the late Indian Navy. They were engaged from ports of the Red Sea.

Valuable assistance was rendered to the Commissariat Department by the officers and men of the Royal Navy in landing heavy stores, more especially timbers and pier material.

Land transport, including Native carriage.

139 Mules were landed with the reconnoitring party. These were a part of the Poona Field Column Carriage in charge of the Commissariat, and formed the nucleus of the Land Transport for the performance of the primary important work of the Expedition. There was a driver to every two animals, with the usual complement of muccadums; also one inspector and one weighing-man, for superintendence and issue of rations; one moochee to repair equipments; and one shoeing smith. All these men were accustomed to organized labour, and rendered most important assistance throughout the campaign.

Camel.

M. Münzinger was deputed to arrange for the purchase and supply of camels from the neighbourhood of Massowah and Kassela, and Colonel Merewether arranged for the supply of a large number from Aden and its vicinity. The first batch (16 with 5 drivers) of M. Münzinger's camels was received on the 18th October, 28 and 14 drivers on the 22nd, and others were received subsequently. In all, the Commissariat had in charge and worked 97 of these camels. Of the Aden camels, the first batch of 27 arrived on the 13th October, 1867; and subsequently batches were received, amounting in all to 303 camels, and 136 drivers, with 7 muccadums, when they were handed over to the Transport Train on the 6th December, 1867.

Arrival of camels.

Before these mules and camels were handed over to the Transport Train—that

is from the date of the formation of the first inland depôt, the 15th October to the 10th December, the dates when the whole were transferred to the charge of the Transport Train—they were employed in conveying provisions and stores to the troops in the interior, and worked uninterruptedly during this period to keep the inland depôts supplied.

Every exertion was made to push provisions to the front, and stock the highland depôt at Senafè with a sufficiency for the force daily arriving and occupying the line of route. This highland depôt was established on the 8th December. The Commissariat about this date had no longer any transport of its own; and to supplement the Land Transport Train, and expedite the transmission of supplies, Colonel Merewether arranged, with the able assistance and local influence of M. Münzinger, to hire native pack cattle for this very important work.

Abyssinian pack bullocks.

The pioneer of this carriage, a Shoho, was sent to the Commissariat Department by M. Münzinger on the 1st December. He had six bullocks, and removed thirteen bags of flour, for which he was to be paid 2¼ dollars per bag, on safe delivery at Senafè.

Dispatch of Commissariat stores on Abyssinian pack-bullocks.

Again, on the 17th December, 472 bags were despatched; on the 18th, 1,000 bags; on 21st December, 998 bags; and this carriage continued to work until, by the end of January, 8,483 bags of grain, rice, flour, &c., had been despatched to and received at Senafè. The entire equipments of the Shoho bullocks consisted of a piece of hide on the animal's back, and on this was placed the load, which was secured by long leather thongs, half tanned, but very strong and pliable. The load, when once tied on, was perfectly secure. The most frantic exertions of young and untrained animals could not dislodge it; and galls were very rare, for the bag of flour formed a perfect pad. The owners of the bullocks refused to convey salt or gram, as they were liable to hurt their animals; but were open to reason, and took a portion when flour was given. The animals followed one another, and were driven in the same manner as the pack bullocks of India. A bullock's load was two bags of 75 lbs. each; sometimes three bags were placed on a large animal. An officer was always present to hand over the stores to these carriers, and prevent the evil effects resulting from any misunderstanding.

Equipment of bullocks.

Loads.

Stores were landed from 9 ships in October, from 11 in November, and from 18 in December.

Provisions landed.

The following is a list of provisions landed at Zula the same three months:—

Biscuit	35,187 lbs.	Salt pork	34,867 lbs.
Dholl	232,447 „	Wheat	281,417 „
Flour	755,445 „	Preserved potatoes	18,008 „
Ghee	75,600 „	Compressed vegetables	16,800 „
Onions	16,832 „	Barley	950,045 „
Potatoes	33,910 „	Beans	986,085 „
Rum	11,384 galls.	Bran	6,820 „
Rice	893,827 lbs.	Gram	1,929,116 „
Sugar	21,389 „	Jowarrie	83,478 „
Salt	37,320 „	Hay	2,688,558 „
Tea	3,593 „	Straw, chopped	810,114 „
Salt beef	15,536 „	Compressed forage	852,160 „

The lists of all stores shipped from Calcutta, and of the ordnance stores from Bombay, will be found in Chapter VI.*

Provisions forwarded inland.

The provisions forwarded to the inland depôts in October, November, and December were as follows:—

* The list of Commissariat stores shipped from Bombay will be found in Chapter XXIV.

Biscuit	26,355	lbs.	
Coriander seed	250	„	
Dholl	103,526	„	
Flour	486,125	„	
Garlic	260	„	
Ghee	34,381	„	
Kokum	180	„	
Onions	5,766	„	
Pepper	322	„	
Potatoes	8,259	„	
Tea	2,227	„	
Tobacco	1,200	„	
Turmeric	1,335	„	
Salt beef	336	lbs.	
Rum	3,790	galls.	
Rice	389,152	lbs.	
Sugar	12,307	„	
Salt	20,973	„	
Salt pork	336	„	
Vegetables, compressed	8,568	„	
Preserved Potatoes	15,680	„	
Barley	80,550	„	
Bran	2,750	„	
Gram	1,107,773	„	
Hay	1,273,741	„	

The depôts supplied were Hadoda, Wiah, and Kumayli in October, November, and December; Suru, Lower and Upper, in November and December; and Undul Wells, Rahagedi, and Senafè in December.

Subsequent despatches were of course much more considerable; for as the Land Transport Corps became available, the large reserves at Zula were more expeditiously sent to the front than under the means at disposal during the early months of the operations. The native local carriers also in January rendered valuable assistance, removing no less than 5,127 bags of flour, rice, &c.

Huts for followers.

The materials required from the native Commissariat followers attached to the depôt were primarily obtained through the assistance of M. Münzinger. From the 30th November to the end of December were purchased 36,915 poles of different sizes. These were principally brought from the neighbourhood of Massowah, and at first were almost exclusively purchased by the Commissariat; but subsequently a considerable demand for such material sprang up when the bazaar daily increased in size, and its population had to hut themselves.

The largest of these poles, which were used for uprights and ridges of the huts, were purchased at 3 dollars the hundred, the second size at $1\frac{1}{4}$ dollar, and the smallest for $\frac{3}{4}$ dollar the hundred.

21,000 Bundles of sea grass, procurable near Massowah, were also purchased, at 200 to 400 bundles the dollar, according to size.

Seven sheds, each about 150 feet long and 12 feet wide, divided along the centre and transversely to form rooms, were put up for Commissariat followers, at a cost of 2,691 rupees.

CHAPTER IX.

OPERATIONS DURING DECEMBER 1867.

Arrival of the Advanced Brigade.

THE Advanced Brigade of the Expedition, under the command of Colonel Field, 10th Bombay Native Infantry, was despatched from Bombay early in October, reached Annesley Bay on the 21st October, and disembarked on the 30th. It consisted of the 3rd Regiment of Bombay Light Cavalry, No. 1 Company of Bombay Native Artillery, with a mountain train; Nos. 3 and 4 Companies Bombay Sappers and Miners; the 10th Regiment of Bombay Native Infantry; a division of the Land Transport Corps; a detachment of the Commissariat Department, and a portion of the Engineer Park. This force was designed, by Sir Robert Napier, to act as a guard for the establishment of magazines and depôts on the sea-coast, and to assist generally in necessary works.

Instructions.

Colonel Field's instructions were, that on arrival at the port of debarkation, he was to assume command of all troops assembled there. He was not in any way to interfere with the proceedings of the Committee which had been sent to the African coast under Colonel Merewether, to determine the landing-place and the best positions for the depôts, but was to give every aid and assistance in his power.

Strength of Advanced Brigade.

The strength of the Brigade under Colonel Field's command was as follows:—

	European Officers.	Native Officers.	W. Officers and Non-Com. Rank & File.	Public and Private Followers.	Horses.	Mules.	Bullocks
3rd Light Cavalry	10	14	390	483	464	..	..
No. 1 Company, Native Artillery..	3	3	93	86	3	47	..
Nos. 3 and 4 Companies, S. and M.	3	4	240	61	..	..	..
10th Regiment, Native Infantry ..	10	15	697	145	..	..	..
Marine Battalion	1	..	..	3	..	1	..
Land Transport Corps	1	..	8	439	1	411	..
Ordnance Department	.	..	2	6	..	..	..
Commissariat Department	1	..	..	223	1	..	30

Some of the proceedings of the Advanced Brigade during the month of November have been referred to in Chapter VIII. Colonel Field, the officer in command of the Brigade, reported that on its arrival at Zula, no arrangements or preparations had been made to assist in the disembarkation of the troops and stores. That Colonels Merewether and Phayre, and the rest of the reconnoitring party, were absent on surveying duty down the coast, and did not return until the brigade had been landed. The Commissariat Officer, Major Mignon, on Colonel Field applying to him as senior officer on shore, reported that he could render no assistance; also that both water and food for the troops, as they disembarked, must be landed daily for them from the transports, as his stock on shore was so limited that he could issue none, and the water then on shore was not sufficient for the camp followers and animals that had accompanied the reconnoitring party. Captain Pottinger, an officer attached to the Quartermaster-General's Department, had been left behind to assist the debarkation, furnished with a memorandum from Colonel Merewether, stating

James Ferguson Lith.

THE DEVIL'S STAIRCASE. (SOOROO)

From a Photograph

Lith. at the TOPL DEPOT of the WAR OFFICE
COL. SIR H. JAMES, R.E. DIRECTOR

that as there was no water for the Advanced Brigade at Zula, he recommended that the troops should be sent off immediately on being landed to the mouths of the Hadas and Kumayli Passes, where water would be found in abundance. Such being the state of affairs, it was clear that prompt action was called for, and that the exertions of every one on board would have to be put forth to the utmost, to effect a quick and successful landing of the brigade and stores. The shore being a very shallow shelving one, without any pier or landing-place, and even a small boat not being able at high tide to get nearer the beach than 150 yards, the difficulties of landing were greatly increased. About eight small fishermen's boats were obtained on hire, all the steamers and transport boats were called into requisition, and a large raft, to land the Cavalry horses and mules, was constructed; but, before the landing of the troops could commence, iron tanks from the ships, to hold drinking water, were towed to, and planted high on, the beach to the number of 32, and water in small casks sent off in boats and by manual labour rolled through the shallow water to the beach, and emptied into the tanks. Strong working parties from the 10th Regiment had to be employed all day in the sun at this duty of filling the tanks, while other working gangs were employed in carrying from the boats, through the shallow water, provisions, stores, camp equipage, ordnance stores, &c. This labour lasted incessantly for seven days, and every man and officer responded with the utmost zeal to the extraordinary demand made upon him. The whole of the 3rd Cavalry horses were landed without injury, also all the mules of the Transport Train: and an idea of the great labour required to supply drinking water alone may be obtained when it is considered that each horse required 6 gallons, and each mule 5 gallons, besides 1 gallon to each soldier and follower daily, all of which had to be brought from vessels to the tanks on shore. The Sappers and Miners were landed first, then the Mountain Train and Company of Artillery, and 3rd Light Cavalry, and last of all the 10th Regiment Native Infantry. The Cavalry and Artillery were sent off in detachments to Hadoda, at the mouth of the Hadas Pass, and the 10th Regiment by wings to Kumayli, Colonel Field remaining behind with the right wing, until the disembarkation of the heavy stores had been effected. On the 2nd November, the whole of the 10th Regiment arrived at Kumayli, and the Left Wing then moved to Lower Suru, under command of Major James, to open the communication; a fortnight afterwards the wing was pushed four miles further on, to Upper Suru, where it was employed in cutting down as clearing away the thorny jungle, levelling places for encampment, and road-making, both in the direction of Senafè and towards Lower Suru All the heavy baggage of the regiment was sent back from Kumayli to Zula, and left there, under a small guard, as also tents of officers and mess tents; no camp equipage, but sepoy's rowties being retained. At Kumayli, on first arrival, no clear space could be found even for one company to encamp; on both sides of the dry bed of the mountain torrent the ground was covered with thick baubul jungle and trees, and large stones, and the men of the 10th Regiment had very great labour in cutting down and clearing it away. Scarcely any intervals from work were allowed, and during the 30 days that the wing of the 10th Regiment remained at this place, sufficient ground for encamping four or five regiments was cleared and levelled, for a Commissariat depôt, whilst eight miles of road, 20 feet wide, in the direction of Zula, and also towards Suru, were made. Prodigious labour was called for in making a road up the pass, as huge boulders and masses of rock deeply embedded in the ground filled the dry bed of the mountain torrent, making it almost impossible even for mules; the great heat of the sun (the thermometer rising to 100° in the tents) made the labour still more arduous for both officers and men, but no one flagged in zeal, for all felt that they were called upon to set an example to other

Landing of Advanced Brigade.

Operations of Advanced Brigade.

Description of Kumayli.

regiments which would soon arrive. On the 28th November, the Right Wing of the 10th Regiment marched to Lower Suru, remaining there two days, during which time two more miles of road were made towards Kumayli. About one mile of road had also been opened out from Kumayli towards Hadoda, in order to connect that post with the former place. On the 1st December the two wings of the 10th Regiment joined each other at Upper Suru, and on the 2nd this regiment, with the Mountain Train, marched to Rahagedi *en route* to Senafè. Messengers from various chiefs frequently arrived, stating that Kassai, the Tigré Chief, intended with 8,000 men, to oppose the entrance into his country, and great watchfulness was observed and careful precautions were taken to prevent any surprise. At Rahagedi the pass became narrow and confined, and so heaped up with large stones and masses of rock, that it was impossible to advance further until it had been cleared by manual labour; the 10th Regiment, therefore, bivouacked in the pass without tents for two days and three nights, suffering severely from the cold and difficulty in cooking food. The sepoys worked well as usual, and two companies were sent on ahead to operate upon the pass higher up, and, on the morning of the 6th December, the regiment and Mountain Train marched for Senafè, a distance of about eight miles, leaving two companies, under Major James, with Commissariat stores, &c., at Rahagedi, to keep that part of the pass open.*

Occupation of Senafè.

On December 6, when Senafè was occupied by the above-mentioned troops, the inhabitants were friendly, and evinced a readiness to bring in supplies for the troops, who, preceded by the reconnoitring party, accompanied by the chiefs of the country around, and an envoy from the Prince of Tigré, marched to the ground which had been selected for the encampment, about half a mile from the village of Senafè.

The 3rd Light Cavalry, having only reached Rahagedi on the 5th December, were left at that post to rest the baggage animals, but arrived at Senafè on the morning of the 7th.

Letters to King Theodore.

When it was foreseen that an expedition to Abyssinia was inevitable, a letter was written by Lord Stanley to King Theodore, the purport of which was that remonstrancee having failed to obtain the release of the captives, the matter had been placed in the hands of Sir Robert Napier. This letter was sent in quadruplicate to the Political Resident at Aden, who had orders to forward its different copies by different messengers from Massowah to the court of Theodore.

Sir Robert Napier was also ordered to make a demand for the captives from Theodore. Lord Stanley's letter reached Colonel Merewether at Zula on the 10th October, and it was despatched by him to Mr. Rassam, by whom it was ultimately destroyed for fear of the effects it might have upon Theodore's temper. By order of Sir Robert Napier, Colonel Merewether distributed a message† to the people of

Proclamation.

* From a Report furnished by Colonel Field, Commanding Advanced Brigade.

† The following is the text of the message and proclamation :—

"*From Lieutenant-General Sir Robert Napier, Commander-in-Chief, Bombay Army.*

"*To Theodorus, King of Abyssinia,*—

"I am commanded by Her Majesty the Queen of England to demand that the prisoners whom your Majesty "has wrongfully detained in captivity shall be immediately released and sent in safety to the British Camp.

"Should your Majesty fail to comply with this command, I am further commanded to enter your Majesty's "country at the head of an army to enforce it, and nothing will arrest my progress until this object shall have "been accomplished.

"My Sovereign has no desire to deprive you of any part of your dominions, nor to subvert your authority, "although it is obvious that such would in all probability be the result of hostilities.

Abyssinia and a proclamation to Theodore in the country, to the effect that the British force came to make war against Theodore alone, and that no peaceful inhabitant of Abyssinia would be molested.

In consequence of this proclamation, Colonel Merewether had hardly established himself at Senafe when he received friendly communications from Kassai, the Lieutenant of Wagshum Gobaze, who had rebelled against his Chief, and installed himself as Governor of Tigré. Kassai sent to the British Camp, Murcha Wurka, the son of an Armenian who had resided in Abyssinia, who had himself been educated as a missionary by Dr. Wilson, at Bombay, and spoke English exceedingly well. A letter was also received at the same time from the Wagshum himself. Communications from Prince Kassai.

On the 4th December, two days before the Advanced Brigade occupied Senafè, the Sind Brigade from Kurrachee arrived in Annesley Bay under the command of Brigadier-General Collings. It consisted of the 33rd Regiment, the Belooch Regiment of Bombay Infantry, the Sind Horse, and the Armstrong Battery of Artillery. Arrival of the Sind Brigade.

On the 6th December, Sir Charles Staveley arrived with orders from Sir Robert Napier to dissolve the Committee of which Colonel Merewether was President, and to assume command of the force until the arrival of the Commander-in-Chief himself. Arrival of Sir Charles Staveley.

"Your Majesty might avert this danger by the immediate surrender of the prisoners.

"But should they not be delivered safely into my hands, should they suffer a continuance of ill-treatment, or "should any injury befall them, your Majesty will be held personally responsible, and no hope of future condona-"tion need be entertained.

"R. NAPIER, *Lieutenant-General,*
"*Commander-in-Chief, Bombay Army.*"

"*To the Governors, the Chiefs, the Religious Orders, and the People of Abyssinia.*

General Proclamation.

"It is known to you that Theodorus, King of Abyssinia, detains in captivity the British Consul Cameron, "the British Envoy Rassam, and many others, in violation of the laws of all civilized nations.

"All friendly persuasion having failed to obtain their release, my Sovereign has commanded me to lead an "army to liberate them.

"All who befriend the prisoners or assist in their liberation, shall be well rewarded, but those who may "injure them shall be severely punished.

"When the time shall arrive for the march of a British army through your country, bear in mind, People "of Abyssinia, that the Queen of England has no unfriendly feelings towards you; and no design against your "country or your liberty.

"Your Religious Establishments, your persons, and property shall be carefully protected.

"All supplies required for my soldiers shall be paid for.

"No peaceable inhabitant shall be molested.

"The sole object for which the British Force has been sent to Abyssinia is the liberation of Her Majesty's "subjects.

"There is no intention to occupy permanently any portion of the Abyssinian territory, or to interfere with "the government of the country.

"R. NAPIER, *Lieutenant-General,*
"*Commander-in-Chief, Bombay Army.*"

"*October 26th,* 1867."

* The following is the Resolution of the Bombay Government on the manner in which the duties of the Advanced Brigade had been conducted:—

"*Bombay Castle, November* 23, 1867. Bombay Government Order.

"Letter from the Adjutant-General, No. 1731, dated November 20, 1867.

"Forwards a report and copy of orders received from Lieutenant-Colonel Field, Commanding the Advanced "Brigade of the Abyssinian Expedition Force, and states that, in the opinion of His Excellency the Com-"mander-in-Chief, the report is highly satisfactory, and confirms the impression of the able and careful manner "in which Lieutenant-Colonel Field has conducted his Command.

"RESOLUTION.—His Excellency in Council quite concurs with the remarks of His Excellency the "Commander-in-Chief."

State of affairs on Sir Charles Staveley's arrival.

Sir Charles Staveley found matters in an unsatisfactory state at Zula. There was no guiding hand at the port of disembarkation. All the superior officers were on the mountains; the result of the faulty organization of the Transport Train was evident; from want of discipline and superintendence animals were lost, strayed, or stolen, while those that remained were starved from want of food or dying from want of water. The condition of the animals was such that few could accomplish the arduous march to Senafe. Hundreds died on the way, and their bodies quickly mortifying under the blazing sun, threatened to produce disease throughout the whole force.

Troops on the African coast on the 11th December.

On the 11th December, the troops on the plain and afloat off Zula were the G Battery 14th Brigade Royal Artillery, at Zula; six companies Her Majesty's 33rd Regiment on board ship, and two at Kumayli. The 27th Belooch Regiment, and three companies of Madras Sappers at Zula; the 10th Company Royal Engineers, and the equipment of a Mountain Train Battery from England, were on board ship in Annesley Bay.

It was impossible as yet to send the Europeans up to the high land, on account of the non-arrival from England of their extra warm clothing, waterproof sheets and blankets, without which the troops would suffer much in a climate where the thermometer was at times as low as 29°; the want of transport equipment, and mule and camel drivers, also prevented any movements.

Land transport.

The number of transport animals disembarked had been out of all proportion to the number of drivers sent with them, and they had consequently been under no control.

Men and animals were entirely dependent on the shipping for their supply of water.

On the 13th December, 500 mules arrived from Suez.

Letters from Magdāla to the 11th of November.

On the same day letters from Magdāla to the 11th of November were received, saying that the captives were in good spirits, having heard of the army's coming. They confirmed the report of Menelek being near at hand, and acting with the Gallas, with the view of capturing Magdāla. Theodore had advanced 30 miles from Debra Tabor, but, hampered by a large mortar and excessive baggage, had come to a standstill. Mr. Flad wrote, on the 11th of October, that the King's treatment of them had been more favourable lately. All the Europeans from Debra Tabor accompanied the King, some in chains, but Mr. Flad and others free. Women and children were all well.

Conservancy arrangements at Zula.

After Sir Charles Staveley's arrival much attention was given to the conservancy and sanitary arrangements at the landing-place at Zula. All dead animals were removed and burnt. The natives of the country employed about the camp were collected in a spot well to leeward of the camp, and under the supervision of the Sanitary Officer.

Water.

At this time the want of water at the landing-place was much felt, but the supply was daily increasing by the arrival of more steamers. Mules and camels had died for want of water and men to look after them; but after the arrival of the Sind Brigade, men of the Royal Artillery, 33rd, and Belooch Regiment, were employed in catching and looking after stray mules.

The want of chain halters was severely felt, as the mules invariably bit through rope halters; and for want of muleteers they could not, in many cases, be caught again.

Laborers.

Laborers for the Commissariat were very scarce for the first two months, of the worst possible description, and chiefly composed of Shohos, who had not the slightest idea of doing any sort of work, and were most troublesome. Five hundred Madras dhooly-bearers, however, afterwards arrived, and with the assistance some Aden coolies, matters began to improve.

At the time of Sir Charles Staveley's arrival, one Commissariat shed had been completed, and two others were in rapid progress, for stores; but shelter was required, both from sun and rain, for Commissariat followers.

English blankets, warm clothing, and good English boots were required for Natives as well as for Europeans.

The want of a Conservancy Establishment was also much felt. Sixty-five Shohos were employed under the Sanitary Officer, but they were next to useless, as nothing would induce them either to touch dead animals or remove ordure. The work was chiefly done by three sweepers, with a team of mules under a Tent Lascar, the Shohos merely collecting firewood.

Inefficient state of the Land Transport Corps.

The Land Transport Corps required careful supervision. The great wants that had been felt in this most important department of the Abyssinian Army were Hindoostanee muleteers and camelmen, with their muccadums and suitable equipments.

Persian and Egyptian muleteers.

The Persian and Egyptian muleteers had given the greatest trouble. Every means were first tried by the officers of the Land Transport Corps to conciliate them, firmer measures were then resorted to, but both failed. The Persians demanded double the pay they were enlisted for, and also their pay which they had already drawn in advance, and struck work in a body because their exorbitant demands were not complied with. They then refused to take charge of five mules per man, which they were enlisted for, and when three were given instead, they all insisted on riding the third animal, and this, on occasions of pressing necessity, often when the animals were loaded.

The Egyptians were found even more useless and untractable than the Persians. When any mules with stores or baggage broke down or lagged behind, the drivers used to throw the loads off and ride on to the next camp, leaving the road strewn with stores, which were plundered by the Shohos. They also took their cue from the Persians in insisting on riding every third mule, and as soon as they got out of sight invariably threw the loads for that purpose, and the strikes which paralysed the Land Transport Corps were more common amongst the former than amongst the latter.

None of the above-mentioned difficulties were experienced with the Hindoostanees. The European muleteers were generally useful, and trustworthy men.

As many mules as possible had been sent to Wiah and Hadoda, but on account of the requirements at Zula and the scarcity of muleteers, it was not possible to send all. All the mules that could possibly be sent were kept at Hadoda, but though they got water there, forage had to be sent for them, there being this difficulty, that where there was water there was no forage, and *vice versâ*.

There was no grazing for mules nearer than the Abyssinian plateau, except at Rahagedi, where the supply was not sufficient even for animals passing through.

About 2,000 mules were equipped and fit for use when Sir Charles Staveley arrived, and 500 were then in harbour, with only 64 mule-drivers.

The same want of drivers was felt with respect to camels, as the Somali camelmen were useless and untractable. They had several times, without even the pretence of a grievance, deserted in a body, as their camels were about starting with troops and stores.

No mule-drivers, and only 412 camel-drivers, had arrived from India since the Advanced Brigade had landed.

Arrangements to procure camels.

Sir Charles Staveley, finding that the contractor at Aden, who was to have sent 4,000 camels to Annesley, could not provide transport for them, proposed to Captain Edye to send vessels for them. This was declined by the Naval Officer, as the transport of 4,000 camels would require twenty vessels; and of the twenty transports then lying at Zula, one only was clear; and from the imperfection of the arrangements for receiving and storing cargo on shore, as represented by the Commissariat Department, on an average not more than one transport was cleared in each week; hence there were not the transports to send, nor could they be expected within a convenient time, for the

passage from Zula to Aden had to be made against a continuous strong headwind and heavy sea; the sailing transports were all large vessels, two or three at most of the steamers could venture even to attempt this work, and only one of these was available.

Captain Edye however despatched a vessel in tow of the best towing steamer to Aden for this service; and recommended to the Acting Resident Agent at Aden that some camels should be put on board every vessel that could possibly stow them, calling there and bound to Zula.

Sir Charles Staveley took immediate and vigorous measures to remedy matters at Zula and Senafè. Some stores were pushed up to Senafe, where the troops, through the failure of the Transport Corps, were threatened with starvation. The Belooch Regiment was sent into the defile to clear a road in the most difficult places.

Operations at Zula.

For nearly a month, until relieved by Sir Robert Napier, Sir Charles Staveley remained in command. During that time two batteries of mountain guns arrived from England, and the gunners to man them from Bombay. The 4th (King's Own) Royal Regiment also arrived, as did the 3rd Bombay Native Infantry, the 25th Bombay Native Light Infantry, a regiment of Punjab Pioneers, and two companies of Madras Sappers. A pier was commenced, which projected for some 900 feet into the sea, but it was built with great difficulty, as there was no stone in the Zula coast, and all had to be brought from the island of Dessi, some 10 miles distant. A tramway was laid down to connect the extremity of the pier with the Commissariat Camp and the Ordnance Department. At the end of the pier, and on a small artificial island some 300 yards farther south, two fixed condensers were placed, which, with the shipping in harbour, were by the beginning of January able to supply 160 tons of fresh water daily, of which 120 tons were daily placed on shore for the use of men and animals. A second pier, for the sole use of the Commissariat Department, was also commenced. Two large wooden sheds for Commissariat stores were commenced, and rations were collected at Zula for 2,000 Europeans for three months, and for 7,000 Natives for six months. By means of these vigorous measures, the epidemic which had been raging among the horses and transport animals was much decreased, and the organization of the Land Transport Corps was daily improved.

By the 29th December the transport became in a more efficient state, owing to the arrival of followers from Bombay, and to 230 Egyptian deserters sent back by the Egyptian Government from Massowah, having returned to duty. All the mules had been equipped and were at work.

Egyptian and Persian muleteers.

The Egyptian and Persian muleteers still could not be prevented riding when on the march, and as they had each only three mules in charge, 1,000 out of every 3,000 were mere riding mules for these worthless men. They took no care of their animals, and would often not take the trouble to water or feed them, nor dismount to reload mules that were badly packed.

Epidemic among horses.

The epidemic which had prevailed among the horses had attacked the mules, the mortality being about 3 per cent. daily by the end of December, and the Principal Veterinary Surgeon was of opinion that no horses or mules could live in the plains during the months of January and February.*

To save the horses of the G Battery 14th Brigade Royal Artillery, Sir C. Staveley moved them to Senafè, leaving the guns at Kumayli, whence they could be drawn by the battery bullocks when the road permitted.

At this time the whole of the Belooch Regiment, one company 10th Bombay Native Infantry, and three companies of Sappers were at work in the passes.

* For Veterinary report on the epidemic, *see* Chapter XXXII.

By the end of December the epidemic among the 3rd Cavalry horses at Senafè had ceased, but horses and mules arriving from the plains were many of them taken ill, either on the march or on arrival. There was plenty of grass there for the animals, but the supply of barley from the inhabitants was not always equal to the requirements.

It was reported that clothing was much required for muleteers and mules, who suffered greatly from the cold at Senafè, and boots for the men of the Transport Corps, those furnished being two small, and of bad quality.

Water at Zula.

The arrangements for the supply of fresh water had been so much amplified that on the 1st January every animal had a full drink by eight A.M., and there was a large supply still in the tanks and trough. All water was supplied from the shipping. The two condensers brought up from Aden had both been set up, one on the pier, the other on an island opposite, where the water tanks were, and connected with them by shoots on trestles. They commenced working on the 1st January. They produced 2,000 and 4,000 gallons respectively per diem, but this was not sufficient, and steamers had to be detained to keep up the supply at a time when they were much required elsewhere.

By this time the addition to the head of the pier for the reception of two condensers, condensing 6,000 and 2,000 gallons each, had been completed. In carrying this out, the pier had been advanced, and there were then 12 feet of water at low tide, and about 17 at high, alongside the head. The piles for the second pier sent from Bombay were then being driven. The frames of three Commissariat sheds had been set up, and one roofed, but these could not be completed until the arrival of planking for the side, and corrugated iron from England for roofing.

The heads of the Commissariat, Land Transport, Paymaster, and Postal Departments, had all arrived by the end of December.

It will thus be seen that by the time of the arrival of Sir Robert Napier, Sir Charles Staveley had done much to secure the efficiency of every department of the force. Nor had the sanitary arrangements been neglected.

General description of the Camp at Zula.

A reference to the plan will show that the "Hadas" enters Annesley Bay by two channels, a northern and a southern, and the intermediate ground is a good deal cut up by the minor drainage,

Its contents.

In the area within these channels there were by the end of the year the Commissariat Store Yards, the Naval Depôt, the Landing Pier, the Tramway, and the Reservoirs for the whole of the water supply.

There were also the lines for the General Staff, for the Commissariat Officers and their coolies, for the Harbour Master and his workpeople, for the bakery, for butchers, for other public followers, and for a growing bazar, as well as for the G Battery 14th Brigade Royal Artillery, one company of Royal Engineers, three of Madras Sappers, two companies of the 33rd, and the Belooch Battalion; and distributed amongst them for safe keeping were a number of mules, for whom no other keepers could be found.

On the south of the Southern Creek were the whole of the Transport Train, whilst all the remainder of the European troops, with Division and Brigade Staff, were encamped to the north of the Northern Creek.

Camp at Zula.

In addition to this camp, there was one occupied on the 21st of October by the Advanced Brigade.

Here there were the Engineer and Ordnance Parks, and two Mountain Train Batteries.

Such was the camp when Sir Charles Staveley was in command.

Its early formation.

On the 4th of October, when the reconnoitring party arrived, there was a tem-

porary camp by the wells, and upon the beach were two mat huts, in which were housed a batch of coolies brought over from Aden to work at the pier.

As stores were landed, and space for them required, so were these men shifted about, until at last, in a spirit of self-preservation, they moved over to the north of the creek, and there hutted themselves.

Village on the beach.

At this time there was a clear beach, and it was of little importance what ground was temporarily occupied, but soon there was sensible increase both of force and followers, and by the end of the month the huts had formed the nucleus of a village, and with the growth of this place, there was growing another and a more important one, composed of store yards forming as fast as stores could be landed, a naval depôt, Commissariat and harbourmaster's establishments, &c.

Its condition.

In these limits, from morning till late at night, were officers and men working continuously; and to windward of them was springing up a village teeming with dirt and disorder; a village in which each hut was built at the will of the builder, without any regard to regularity. Not only did it swarm with the scum of the place, but there were planted in it the slaughter yards of the Navy and the Commissariat.

In November they were moved to fresh ground in a southerly direction, and in a few days the old site was virtually abandoned.

Lines for public followers.

Lines for public followers were then marked out. The lines of huts ran with the prevailing winds; the rooms were back to back, so that each might be a check upon the other, and a broad street separated each row; at each end of the rows was a street 60 feet broad, and the lines could be prolonged if more space were required.

Water supply at Zula on first occupation.

With regard to water, at first the only source was from the pools in the bed of the river. Out of 54 pools, many were exhausted, and others failing. The analysis of the water was favourable, but the supply was fast being contaminated, and would probably be so impure as to be a source of danger. Hundreds of camels, sheep, goats, and cattle gathered round the pools, and fouled the vicinity, whilst in the pools themselves were numbers of natives, who not only drew the water for their cattle, but washed themselves whilst doing so.

Pools for special purposes were told off at the recommendation of Surgeon Lumsdaine, who was the sanitary officer attached to the reconnoitring party.

On the 15th October, the supply was so low that the detachments of Cavalry and Marines, except 30 sepoys, were sent out to "Hadoda."

Pools exhausted.

In less than 12 days from the time that there had been running water, the 54 pools had dried up.

Seeing from the first how precarious was the supply, Dr. Lumsdaine suggested that condensers should be sent up, and his early conjecture as to the value of the pools was borne out by the fact that, by the end of the year, every living soul, and every beast of draught or burden, except camels, was supplied from the reservoirs.

Tanks landed.

At first there were but two tanks, into which a few casks of condensed water were emptied; but when Her Majesty's ship "Satellite" came, others were collected, and there were by the 1st January upwards of 60 tanks, though not more than from 20 to 30 were usually filled.

Consumption.

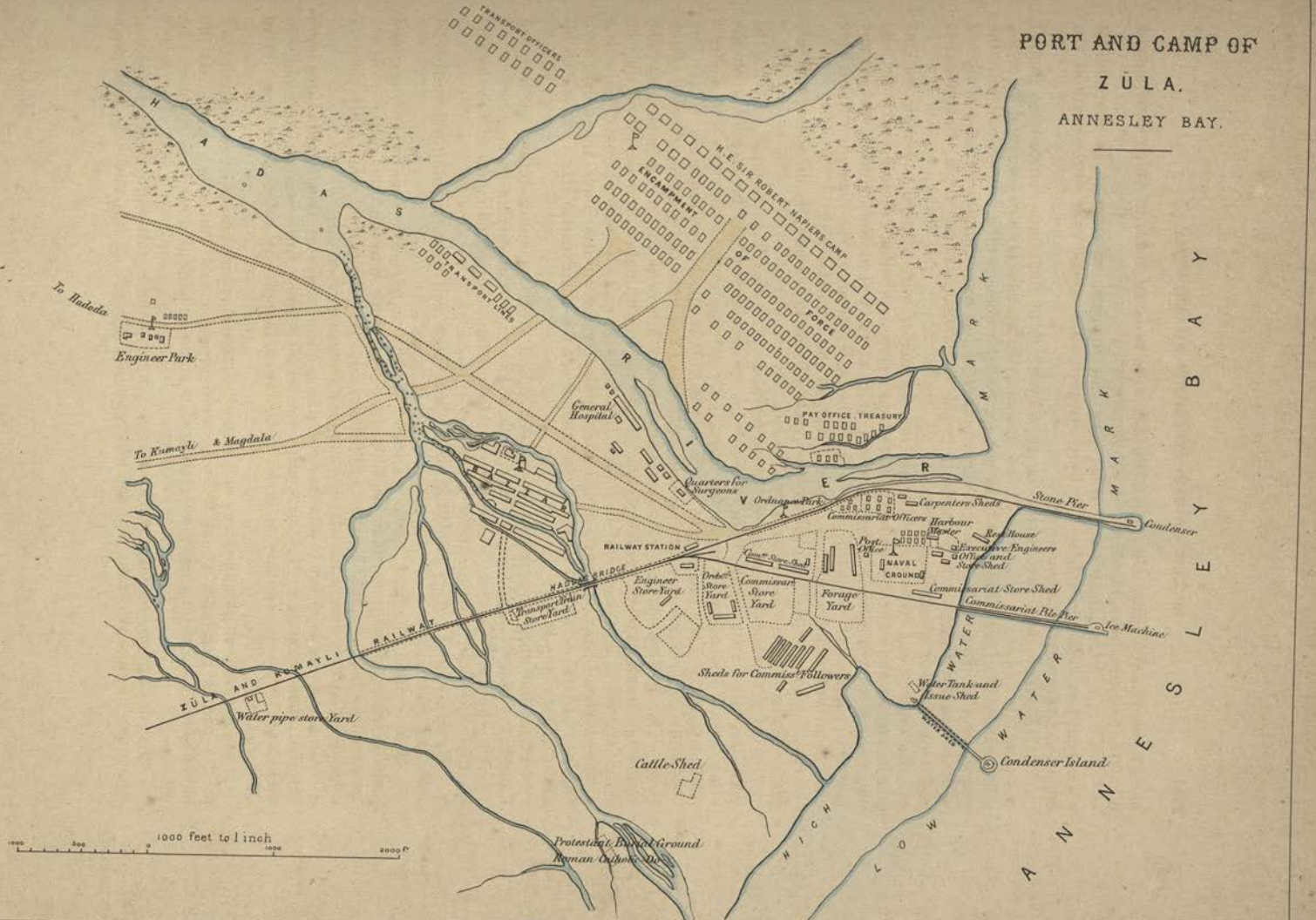
The amount first landed was only some 15 tons; it was gradually increased, until at the end of December about 100 tons were required and consumed daily. As the animals increased in number, the watering was about as painful a scene as could well be witnessed.

Arrangement of tanks.

The tanks were enclosed by a railing. On the south side were seven troughs, of which one was unserviceable, and one was beyond the reach of the one hose then avail-

PORT AND CAMP OF ZÜLA.

ANNESLEY BAY.



Lith at the TOPL DEPOT of the WAR OFFICE.
COL SIR H JAMES R.E. DIRECTOR

able. A feeding shoot led into one tank, and from this the others were filled; the water was then pumped out into the troughs. Water boats went alongside of the different vessels, and received their supply. They were then towed off the end of the shoot, and delivered their loads. The whole of the work, both day and night, was done by the crew of the "Satellite."

Scene a tanks.

At this time there were very few muleteers, and in one dense surging mass might be seen upwards of 1,000 animals struggling for a place. There were only two Transport Train Officers, one of whom was always on duty, but, without assistants, he was helpless.

It was even more painful to see the men, but little better off, scrambling for a drink in one common trough. Many of the mules were even then suffering from catarrh, and yet men and mules might be seen drinking eagerly from the same supply.

Improvements.

By the end of the year matters had much improved. Tanks were assigned to the different corps and departments. The delivering power had been doubled, and there was a much larger trough. A line of men kept the ground, but there was still a want of system. No sooner was a tank told off than it became a scene of discord amongst the followers. The space inside the railings was filled by a clamorous crowd, each man shouting at the top of his voice, and pressing forward with such vessel as he happened to possess. If he succeeded in reaching the tank, he straightway got up on it, and began to dole out the water to those beneath without any regard to order or allowance. Representatives of groups received their supply, and then the individual members came forward for their shares. Then commenced a struggle between followers and bheesties, who dipped their dirty leaking pails into the tanks, spilling much of what they drew. Standing on the top they hurriedly filled their mussuks, or leathern water bags, and what escaped went over their dirty feet, and again drained into the reservoirs. This waste water, with the mud and sand, brought up by the many feet, returned to the tanks, so that the water was impure, and scarcely fit for issue.

Assigned tanks.

Rules to improve the system of issue.

With a view to remedy these evils, directions were issued that the railings round the tanks were to be kept in good order, the inside space cleaned, and made with a slope outwards. There was to be one entrance, and one exit, with a sentry at each, and no followers were to be admitted without a pass from the officer to whom a tank had been assigned. For each tank given over there was to be a hand pump, a funnel, a metal measure, and a half cask. Each corps or department was to furnish one responsible person to attend the daily issues; he was to see that regimental bheesties attended in order, and that followers received their allowance either singly or collectively,

None were allowed to go up on the tanks except officers and others on duty, and only those followers who were in charge of particular tanks, or who worked the pumps. Before the times of issue, the water was to be pumped from the tanks into the half cask, and from this half cask bheesties' mussuks were to be filled. If dipping were unavoidable, it was to be done with a metal vessel, and never with a leathern bucket. A line of sentries was placed to prevent the crowd from coming within 10 feet of the railings, and when the allowance had been received, no loitering was allowed either in or about the vicinity.

Latrines.

Latrines had been marked out for all corps and departments, but they were not used so exclusively as they should have been, as for some time there was no conservancy police to enforce attention on this point.

Conservancy police.

Until police were organized, the occupants of the different lines furnished their own takidars or safeguards for the protection of their own limits.

Rules for general guidance in connexion with conservancy.

Latrines were opened as soon as lines were taken up; made narrow and deep; a covering of from 8 to 12 inches of earth was thrown in every night, and when

within 2 feet of the surface they were filled in, and others opened; a raised mound marked the old sites. They were made both for troops and followers, and Regimental and Medical Officers visited them from time to time to see that they were properly maintained. Attention was paid to the cleanliness of the lines, and all ordinary refuse was thrown into one place, from whence it was removed by the general conservancy establishment.

The lines of ventilation ran with the prevailing winds, and the lines of tents were *en échelon* when practicable. All horses were on the lee flanks of their lines. Followers' huts were also on the lee flanks. No deviation was allowed from the lines of direction.

The practice of making water near the tents was checked, and no bones, broken victuals, or other refuse were allowed to collect. Straw for bedding was kept dry-plaited along the foot line, and pegged down; it was exposed to the sun and air, and changed as often as possible. Every eighth day the walls of the tents were taken down at 6 A.M. All kit was removed, so that sun and air might have free access. All tents were trenched if occupied for more than a week, and when necessary these trenches were connected with surface drains. The ground inside of the tents was not excavated. All cook rooms, workshops, forges, shoeing sheds, and similar minor establishments were placed to leeward, and their refuse was not allowed to accumulate for more than one day. The stable litter of the different lines was collected in heaps, and removed from time to time by the conservancy establishment. Proper limits were assigned to the cattle pens, slaughter yards, and hanging ground, and within those limits cleanliness was observed; refuse matters and offal were removed to a distance of 250 yards to leeward. They were then buried in pits as deep as the nature of the ground admitted. No skins were allowed to be dried within 200 yards of the slaughter yards, and then only to leeward. Lines were assigned to the public followers, and heads of departments were held responsible for their condition.

Until the 1st of December, no establishment could be obtained for purposes of conservancy.

Organization of conservancy establishment.

By the 20th December, the following establishment was working under the orders of the Sanitary Officers:—

2 European non-commissioned officers;
1 Head man for Shohos;
86 Shoho coolies;
20 Mules for dragging, with men;
10 Dhooly bearers to act as muccadums;
10 to 20 carts for firewood for cremation.

Mortality amongst animals.

This establishment had heavy work to perform, for as before shown there had been a terrible mortality amongst the baggage animals. Camels had been landed in the most inhuman manner, and from the pier to a point far south of the tanks there was a string of the dead and the dying. The foreshore was strewn with bodies in all stages of putrefaction, and to remove them was the first task. The Contractor was not afterwards allowed to land any others except at "Arafalee," where boats could approach within 20 paces of the beach, and where there was water.

Amongst the mules matters were worse. Men and animals arrived, as before shown, in an inverse ratio, the former without adequate means of expressing their wants and wishes. The latter without, in many cases, any provision whatever for their safe keeping. They were literally thrown on shore, and strayed by hundreds uncared for. Dozens could at all times be seen standing round the exhausted pools, and, for want of water, many perished.

Incessant efforts were made to secure them, but both men and means were wanting. 20 or 30 would be brought in and tied up, but the tie was a rope gnawed in an hour, and again they were away.

Want of rest and of time for feeding a predisposing cause.

The want of attendants and the numbers at large brought heavier work upon those that were available—and brought it before they were in a condition to stand it; indeed, a sample of the work will show that no animals could go on with it.

They were then working backwards and forwards between the camp and Hadoda, 16 miles. Assuming that a batch left Zula as soon as they were watered, they did not reach Hadoda until the evening; they then had to water and feed, and by that time they had to start on the return trip. It then took from 10 to 12 hours for all the animals to be watered, so that a man going at daybreak would not perhaps get away before nine or ten o'clock, and in addition there were the rations to be drawn both for mule and muleteer, and time for cooking was also necessary. Bearing all this in mind, it will be seen that neither men nor animals had moderate rest, nor is it surprising that the latter succumbed.

Epidemic.

They died, we may say, in harness; but for the survivors there was yet a worse trial, for suddenly there appeared a new and fatal disease, unknown in character, insidious in its approach, and appallingly swift in its course. It struck right and left, here taking the strong and conditioned, there the worn and wasted. At the tanks and wells, on the road and in the jungle, and at their very pickets, the unfortunate beasts were seen in all stages of the disorder.

If, in addition to the ordinary work of sanitation in a large and growing camp we take the extra work imposed by this terrible disaster, it will be seen how much was to be done, and what were the materials with which the work had to be done.

Inefficiency of establishment.

In charge of the mules were men who were unaccustomed to the work, and there were others who acted as muccadums to coolies with whom not one single word could be exchanged.

The only means of communication between the Sanitary Officer and his labourers depended upon one of his own servants.

Every morning he had to take his own roll-call. He then told his servant in Hindoostanee what each gang was to do; the latter told it in Arabic to the head man of the Shoho coolies, who retranslated it to his men.

In this round-about-way everything had to be carried on, and at first not one single mule or camel was dragged away, not one was burnt, and its ashes buried without the Sanitary Officer being present to show the men how to fasten the ropes, to what spot to take it, how to pile on the wood, how the pit should be dug, and how the spade should be used to dig it.

Proceedings of Reconnoitring Party.

In the meantime the superior officers of the reconnoitring party were on the highlands of Abyssinia.

Description of Mount Suera.

On the 10th December they visited the high peak at the south-west extremity of Mount Suera, about five miles distant from Senafè, for the purpose of surveying the country and taking the bearings of distant points. In a seaward direction the low country was shrouded in a dense haze, so that the sea was not visible. The highest peak of the mountain bore 84° N.E., two or three miles farther than that on which they stood, but they could not spare time to go farther.

Mount Suera was reported by them to have a very extensive table, and to be wooded in the ravines and on the hills. They found wild lavender, wild violets, and a beautiful kind of moss hanging from the juniper trees. This tract of country belonged to

the Gasso tribe of Shohos, who grazed their flocks and herds on the summit and sides of the mountain. They found spring water in pools on the high level they attained, viz., 8,281 feet above the sea. They considered that the highest peak might be about 9,000 feet.

On return to their camp they received letters from Zula announcing the arrival of Major-General Sir C. Staveley, and the Order dissolving the reconnoitring Committee. They rode out on the 11th December on the Antalo road to determine the site for a large camp and define the limits of the station of Senafè.

Selection of a site for the station of Senafè.

It will be seen from the plan that the position selected commands the only three approaches from the Abyssinian direction, south and west to the head of the Senafè Pass, and that it also commands any approaches from the south-east.

The soil is hard and sandy, generally overlying sandstone rock.

On the site selected there was ample room on gently-sloping even ground for a large force, but owing to the strength of the position a weak brigade of all arms could hold it successfully against considerable bodies of Abyssinians.

A position with such good sanitary capabilities could not fail to be a healthy one; the ground being elevated, open, well drained and ventilated, and having a good water supply.

The climate was reported unexceptionable, thermometer 40° at night, and for an hour or two during the day 70° to 73°. The sun was sometimes felt to be hot from 10 A.M. till 2 P.M.; the steady cool breeze however in a great measure neutralised its effect. Light clothing was pleasant when walking in the sun, but at other times warm clothing was necessary. The nights were very cold.

Forage and water were reported to be abundant, and cattle, sheep, and goats were to be had in large numbers. Firewood was only to be had in any quantity on the hill sides below the table, 1½ to 2 miles distant. The only grain was barley, of which the supply immediately around Senafè was purchased. More was expected from Agame in a few days, as some dealers from whom the party had purchased mules had promised to bring some.

Murcha Workee informed the officers of the reconnoitring party that, as soon as Prince Kassai publicly proclaimed his friendly disposition, many traders, who were awaiting some such manifesto as a guarantee for their safety, would not hesitate to bring in supplies.

Destruction of crops by locusts.

The locusts appeared to have eaten a great proportion of the crops in the neighbourhood during the last two or three years, hence the scarcity. Amongst the hill tribes the locusts were commonly used as food. They are roasted till quite parched, then pounded and filled in kid or goat skins for general use, and for travelling.

Habits of residents.

The nomades appear to live chiefly on milk and ghee, and occasionally goat's flesh. They grow no rice or other grain, and never obtained any except by purchase from Massowah or some of the Abyssinian markets nearest the watershed. Their primitive mode of ploughing will be seen from the accompanying sketch.

The Christian and Mussulman tribes inhabiting Senafè, Tekonda, and other places on the watershed are not Abyssinians, though Abyssinian subjects. They seem to be very poor, notwithstanding that the plains included within their territory had every appearance of fertility and of being partly cultivated.

Description of the route to Tekonda from Senafè.

The party left Senafè on the 14th to examine the route to Tekonda, at the head of the Huddas Pass. The first mile or so led them across the Senafè plain to the foot of the Akub-Terika mountain, north of their camp. The road then wound up the face of the hill towards a low point which was reached at 6 furlongs by a steep and rugged ascent.

The corresponding descent on the other side, into the small though prettily wooded

plain of Kaskasse, was found to be steeper and more rugged than the ascent on the south side. It was 1¼ miles long. The reconnoitring party reported that if the stones were removed and a few rocky places cleared, the Akub-Terika would be passable for mules; but that to make it so for artillery wagons, &c., would be a work of labour and time.

The Kaskasse plain is about half a mile long, after which the road ascends a second steep hill for a length of six furlongs, succeeded by a descent of about two furlongs. From the foot of the last descent a third ascent occurs of about six furlongs, from whence to the head of the Chabila Ravine is half a mile, and thence a descent to the Tassisat plain 1¼ miles. From the foot of Akub-Terika to this point, a distance of nearly six miles, is a succession of difficult ghats, traversing steep rocky ground throughout, in some places the only pathway being over sheet sandstone rock, having an inclination of some 20 to 25 degrees. In parts of the route the party met with limestone in the low ground. They reported that the hills and slopes were covered with fine juniper trees and a variety of shrubs, and that from the head of the Chabila Ravine there was a fine view of the low country of the Okule Guzay and the more distant elevated districts of Hamazen. The ravine itself, bounded by precipices of sandstone, was most picturesque. Its head was the only point by which caravans could pass between Tekonda and Senafè. The remaining 2½ miles to Tekonda, first across the Tassisat Plain half a mile, and then the descent to the foot of the hill on which Tekonda is situated, was described as better than the preceding. The descent to the foot of Tekonda hill was not steeper than about 1 in 10. The rise to the village of Tekonda, nearly three-quarters of a mile, was stiff, being about 1 in 7.

The King's Camp was about a mile northward of the village, and about 400 feet below it. The villagers were dependent upon its water supply for their own use, there being no other springs nearer the village.

Thus this reconnoissance confirmed the superiority of Senafè as compared to Tekonda for Post No. 2.

It is true that the distance from the King's Camp at Tekonda to Senafè was only about 11 miles instead of 16 as at first calculated from native accounts, but 6 out of the 11 miles were of a rugged mountainous character. In regard, therefore, to directness, ease of access, means of supply, and strategical positions, Senafè was found, on actual reconnoissance, to have a decided superiority.

Description of route from Senafè to Adigrat.

From the information gathered, it appeared there were two main roads from Senafè to Adigrat, one called the King's Road, the other the Caravan Road. It was considered advisable to examine them; accordingly on the morning of the 21st, Colonel Merewether, accompanied by Colonels Phayre and Wilkins, Dr. Martin, M. Münzinger, and Dr. Krapf, with escort of a troop of the 3rd Light Cavalry, left Senafè, and following the King's Road, marched to Mai Masrab, 20 miles, the first day, and to Adigrat, 17 more, the second, the whole distance being only 37 miles. The road passed a little to the left of Beragit, and then across the southern end of the Mai Masrab valley, over a low spur, into a much narrower valley, running from west to east at the foot of a striking scarped hill, called Dessanee. In the centre was a running stream of water, which joined the Mai Muna a little lower down, and plenty of good grass. Proceeding west about two miles, they came to the village of Guna-guna, at the head of the valley and spring, 12½ miles from Senafè. There was a shrine here, with remains of saints. The water being dammed near the spring on the side of the hill, was conducted by small courses to various level spots, on which young wheat was growing well. This was also observed at two villages near Beragit, where the green wheat, growing in terraces on the side of the mountain, with the early morning sun shining on them, had a very picturesque

and refreshing effect. Immediately after leaving Guna-guna, there was a steep ascent. The total height was not accurately taken, but it was under 300 feet, and spread over 1½ miles. A spring of good water was found near the top. Once up, there was a fine level plain with grass and bushes, some of the latter stunted babul. Here the district of Agamé was entered, and immediately after a ledge passed, having a ravine on the right, leading

Mareb. down to the Mareb, and another to the left, leading to the eastern plains; thus they were on a narrow neck of land between the western and eastern watershed. To the left a high

Debra Matso. scarped isolated hill was pointed out as Debra Matso, a stronghold of the family of Sabagadis; after marching about four miles further they left the road, and descended

Mai Masrab. by a rough path into a valley to the watering place Mai Masrab.* There were two villages close by called by the name of Degginat, and two others a little distance off. Sufficient grain was purchased here for the whole of the animals; grass and water in abundance. The next morning they had to ascend again to strike the road, which was reached in 25 minutes, they then passed over the same level plain till they turned the lofty hill of Focada, six miles from Masrab. At this point they were only 20 miles from Adoa, but the intervening country consisted of the most difficult

Focada. hills and ravines the whole way. Passing round Focada was the village of the same name, seven miles from Masrab, with signs of considerable cultivation, also with a plentiful supply of excellent grass, and the same was noticed for four miles further, during which the road ran along the side of a hill, with low valleys to the left. After four miles, there was a steep descent of 186 feet, by a bad path, to Kharsaba, a small village, then deserted, because the water usually found near it had dried up. From this to Adigrat, about six miles, was over a cultivated plain, with here and there springs of water.

The distance from Senafè to Adigrat, was divided for troops into three marches: the two halting stages being Guna-guna and Focada, where there was water and forage.

Description of Adigrat. Adigrat is the chief town of Agamé, but cannot boast of much size; its importance is derived from having been the residence of Sabagadis, and being the centre of a fertile district. A market is held at Adigrat every Monday, and is well attended. Several hundred people collect, almost as many women as men, and spirited business goes on in corn, cows, sheep, ponies, hides, and pottery; salt pieces are sold 50 for a dollar,† Adigrat being not more than 50 miles from the salt plains. There is a large Abyssinian church in the town, also a palace belonging to the son of Sabagadis. This ruler was a prisoner with Wagshum Gobaze, having been seized by that prince when he visited this part of the country in the previous year, being doubtful of his faith, and afraid of his turning against him. It was this act that made Kassa, who is connected with the Sabagadis family, raise the standard of revolt, and led to his becoming master of Tigré. The wife of the son of Sabagadis was, when the British force occupied Adigrat, living in a house inside a walled enclosure. A little apart from the town good encamping ground was selected; there were several springs of water and a good supply of grass, but fuel was very scarce, and had to be brought in.

Description of Agamé. Agamé proper was at this time divided into four districts, viz., Sassie (?), Adisuba, Gunta Afasho, and Agotté Satta (?); to which Prince Kassai had appointed four chiefs as joint governors, forming a kind of council. Of these, three were of the family of Sabagadis. There were besides two outlying districts, governed by their respective chiefs.

Having heard that Sir Charles Staveley had arrived at Senafè, the reconnoitring party hastened to return by the caravan road to the eastward of the King's Road.

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* *Mai* (or rather Ma), means water. † Seven for a dollar was the rate near Antalo.—[Ed.]

Health of troops.

At Zula, and since the occupation of Senafè, the general health of the troops had been, from the first, satisfactory. Although there were early symptoms of scurvy, the antidote was available, and it disappeared.

The percentage of sick amongst the Bombay Sappers was at one time high, the prevailing disease was diarrhœa, induced by the brackish water from the pools. There were also many cases of trifling injuries, due to the nature of the work upon which they were engaged, for at this time the pier was under construction, and they used to work waist-deep in water. Vaccination was carried out as far as practicable.

Conservancy and medical arrangements in the Suru Pass.

Arrangements were made for the conservancy of the passes, which were reported to be strewn thickly with dead mules, &c. Two Medical Officers shared the entire distance, and with each were six mules for dragging, and 12 dhooly bearers to bring wood for cremation. It was hoped that Shohos would be forthcoming, and 49 were obtained; but no sooner did they learn the nature of the work than one and all refused to engage. Three Medical Officers were stationed at as many intermediate points, and for each was a small hospital tent, two sweepers, and ten dhooly bearers. They afforded medical aid to such as might require it *en route*, and were required to ensure cleanliness at their several encampments.

At Senafè, British troops attended, as at home, to the due sanitation of their own lines.

CHAPTER X.

OPERATIONS DURING JANUARY 1868.

Arrival of Sir R. Napier.

Sir Robert Napier remained at Bombay till the 21st of December, to forward preparations, and then left in Her Majesty's ship "Octavia," and on the afternoon of the 2nd January, 1868, arrived in Annesley Bay, opposite to the landing place of Zula. On board of the "Octavia" with Sir Robert Napier were several officers of the Head-Quarter Staff of the Force.

Description of Annesley Bay.

The entrance to Annesley Bay is on the north, but the waves raised by the northerly winds which sweep down the Red Sea are debarred from agitating its waters by the Dahlak coral islands at the mouth of the bay. On the east it is separated from the sea by the peninsula of Buri, which stretches out from the foot of the hills leaving only a narrow passage between its farthest point and the island of Dessi. On the eastern shore the high mountains of Abyssinia press at the southern bend of the bay close down to the water's edge, but trending away in their northward course, leave a flat alluvial plain, 14 miles wide, between their lowest spurs and the water's edge. This plain is bounded on the north by the isolated mountain group of Gedem, which is connected with the main chain of hills by a region of low hills across which lead the roads from Massowah to the entrance of the Hadas Valley and to Zula. The plain is formed in the lap of the mountains by the alluvial deposits of the Hadas and Kumayli torrents; it is thickly covered with shrubs of the salt-plant, and on it are found the ruins of the ancient Greek colony of Adulis. The name has been corrupted into Zula by the pronunciation of the nomad tribes who roam the plain. Those who gazed from the deck of the "Octavia" could perceive upon this plain a thick congregation of white canvas tents glistening in the tropical sun. Here and there a few scarlet coats showed the presence of British soldiers, and the ensign of England floated from a flagstaff in one portion of the camp. Down by the water's edge a rude wharf was in course of construction, and near it lay boats and barges discharging their cargoes of merchandise of war. Crowds of workmen on the shore toiled to carry the discharged cargoes from the water's edge to the Commissariat depôt. Condensers were at work pumping with their machinery salt water from the sea and delivering it fit for drinking towards the land. Beyond this busy scene, the low plain, studded with stunted shrubs, spread towards the mountains, which were covered with numerous acacia trees.

Sir Robert Napier assumed at once personal command of the forces, and on the 5th was able to disembark, and to minutely scrutinize the state of preparation at Zula. On January 7, he landed in some state. The yards of the "Octavia" were manned, and as his barge pulled away from the side of the man-of-war, the guns bellowed a parting salute, which was answered back as he neared the shore by the milder reports of a mountain battery. On the wharf a guard of honour was drawn up to receive him, and

James Ferguson Lith.

SIR R. NAPIER AND STAFF OFFICERS

From a Photograph

Lith. at the TOPL DÉPÔT of the WAR OFFICE
COLL SIR H JAMES R.E. DIRECTOR

while the soldiers presented arms, and the officers lowered their swords to greet their Chief, the Commander of the British Expedition to Abyssinia stepped on the African shore.

Distribution of the Force on the landing of Sir R. Napier.

At this time the Advanced Brigade* and horses of the G Battery 14th Brigade Royal Artillery were at Senafè, under command of Colonel Field.

The Belooch Regiment was distributed in working parties along the Kumayli Pass. Four companies of Bombay Sappers were working at the roads in the pass. One company of Madras Sappers was at Kumayli making arrangements for drawing water and supplying it to the animals there. Two companies of Madras Sappers were at Zula, also the 3rd and 25th Native Infantry on board ship, and the 4th King's Own was in course of disembarkation, three companies at a time. One company of the Bombay Marine Battalion was working with a pump party of the Royal Engineers, under Lieutenant Le Messurier, at Undul Wells† in the pass. Each party in the pass was working both ways, to meet the parties on its flanks, and the guns and gunners of the G Battery 14th Brigade Royal Artillery, one company of Beloochees, and the remainder of the Royal Engineers, were at Kumayli.

Three companies of the 33rd marched from Kumayli for Senafè on the 3rd January. Three more companies of the same regiment marched from Zula for Senafè on the same date, and the remainder marched on the 6th. At this time two Mountain Train Batteries from England were being organized at Zula, the Sind Horse and a wing of the 21st Punjab Pioneers were disembarking, telegraphic communication was open between Zula and Senafè, and the pile pier had arrived, and was being landed.

Water supply.

At Kumayli there were five pumps at work and four wells for hand drawing; at Undul the first well sunk had proved a complete success; the second well had to be abandoned, solid rock having been met with; a third near the first was nearly finished, and water had been found in it, so that the long march from Upper Suru to Rahagedi was no longer necessary.‡

The first necessity which impressed itself on the notice of the Commander-in-Chief was the absolute need of hastening Commissariat supplies up to Senafè to stock that depôt in the highlands. For this purpose it was of the first importance that a practicable communication should be established between the sea-coast and the table-land.

Description of pier at Zula on the arrival of Sir R. Napier.

Tramway.

Condensers.

Second Pier.

A bunder or wharf had been constructed which projected from the shore 900 feet into the sea. It was formed of stone with revetted sides and supported a tramway which in some parts consisted of a double line of rails. This tramway ran from the point of the bunder through the camps of the Commissariat and Ordnance Departments, and was of great service in the disembarkation of supplies. At the sea end of this bunder a condenser was placed, which, in conjunction with another in a small island some 300 yards further south, supplied daily a large quantity of fresh water. The total amount of water daily prepared by these two fixed condensers and by the vessels in harbour amounted to 160 tons. Of these, 120 tons were daily placed on shore, affording a copious supply for all the troops, followers, and animals at Zula. A second pier was in course of construction. The tramway to connect this new pier with the camp had already made considerable progress. It joined the tramway from the old pier about three-quarters of a mile from the shore, and was completed and in working order for a

* 3rd Bombay Cavalry, Native Mountain Train Battery, 1 Company Bombay Sappers, and the 10th Regiment Native Infantry.

† The reconnoitring force named these wells "Maian" or "Middle," with reference to their position between Suru and Rahagedi. Undul is a village in their vicinity.—[Ed.]

‡ A full report on all arrangements for water supply will be found in Chapter XXX.

Commissariat sheds.

distance of about one mile from the shore. The framework of two large Commissariat sheds had been constructed, but as yet only one was roofed, and the covering for the others had just arrived from England.

Commissariat supplies.

In other respects the Commissariat park, as well as that of the Ordnance, was in fair condition. The Commissariat Department had at Zula rations, with the exception of biscuit, for 2,000 Europeans for three months, and complete rations for 7,000 natives, including followers, for six months.*

Health of troops.

The health and spirits of the troops were excellent. There were only 33 European soldiers in hospital with slight ailments; 58 native soldiers were on the sick list, but neither among these nor among the Europeans were there any serious cases.†

Health of horses and mules.

The epidemic among the mules and horses still continued, the casualties since disembarkation among the horses were as follows:—

Casualties by the epidemics.

The 3rd Cavalry had lost 186 horses. The epidemic had at this time ceased in this regiment, and their surviving horses were healthy and in remarkably fine condition.‡

The G Battery 14th Brigade Royal Artillery had lost five horses out of 128 landed. Nine others had been attacked but slightly. The disease was on the decrease, and the Officers of the Veterinary Department found that the disease yielded under the application of stimulants and counter-irritation.

Arrival of elephants.

Nineteen elephants arrived shortly after Sir R. Napier, from Bombay, and were landed in good condition.§

Land Transport.

The organization of the Land Transport Corps was at this time improving, but the number of transport animals was still in excess of the due proportion of drivers, without whom their utility was greatly diminished.‖

Demand for additional articles required for

Shortly after his arrival, Sir R. Napier telegraphed to the Secretary of State for India for 15,000 pairs of ammunition boots; 15,000 blankets; 15,000 pairs of woollen socks; 500,000 lbs. of biscuit; 100,000 lbs. of salt meat; and 30,000 gallons of rum.

These were required for extra clothing and rations for troops and followers. The 500,000 lbs. of biscuit were to afford a supply during 100 days to the Europeans of the force. It was requested that all these articles might be transmitted by the overland route, packed for mule transport in loads not exceeding 80 lbs. each.¶

The Land Transport Corps, the miscellaneous Europeans of various denominations for public works, and others who had joined the Expedition for scientific and topographical purposes, had seriously added to the consumption of stores for Europeans.

In the Land Transport Corps a number of drivers required European rations. In consideration of this circumstance, and of the perishable nature of flour, which formed a very large proportion of the breadstuff, the Deputy Commissary-General represented that it would be a safe and necessary precaution to have the biscuit which, being portable, would keep when flour might be damaged by long keeping or by damp.

The quantity of biscuit applied for was fixed on with reference also to a considerable anticipated loss from breakage from transport on pack carriage.

The salt meat was a prudent provision against any temporary deficiency of

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* Detailed Commissariat arrangements will be found in Chapter XXIV.

† For Medical reports, *see* Chapter XXXI.

‡ Veterinary reports on the epidemic will be found in Chapter XXXII.

§ For particulars regarding fittings of elephant ships, their rations on board, and embarkation at Bombay, *see* Chapter VII. For all details regarding their care, forage, ailments. &c., *see* Chapter XXVII.

‖ Complete reports regarding the organization of the Land Transport supply of mules, will be found in Chapters XXV and XXVI.

¶ For complete lists of stores sent from England, *see* Chapter IV. For complete lists of stores sent from India, *see* Chapters VI and XXIV.

slaughter animals. It had been found that troops after a long continuance on one kind of ration required a change of food. A detachment that had been for some time receiving nothing but a fresh beef ration, begged for some salt meat as a change, which it was considered proper to give occasionally.

The blankets were required, as the cold at the great elevations of the table-land was very severe, and it was considered that it might be necessary to issue a second blanket.

The shoes were urgently required, as the whole force was employed on working parties, sometimes on wet ground or on the foreshore at low water, at others amongst rocks and boulders, which wore out shoes rapidly. The original supply of Indian boots, furnished by the Commissariat at Bombay, was already reported as wearing out rapidly. Nothing but the English ammunition boot gave good wear.

The stockings procurable at Bombay were quite useless, having a large seam which was certain to cause foot-sores.

The following was the strength of the Force when Sir Robert Napier landed :—*

Stations, &c.	Troops.	Present.						Sick.						On Command, &c., in Abyssinia.						Horses.		
		Staff Officers.	Regimental Officers.	Medical Officers.	Native Officers.	Non-Commissioned Officers, Rank and File.	Total.	Staff Officers.	Regimental Officers.	Medical Officers.	Native Officers.	Non-Commissioned Officers, Rank and File.	Total	Staff Officers.	Regimental Officers.	Medical Officers.	Native Officers.	Non-Commissioned Officers, Rank and File.	Total.	Effective.	Sick.	Total.
	British Troops.																					
Zula	General and divisional staff	19	...	...	...	...	19	...	..	..	...	...	...	12	...	...	...	...	12	...	...	...
Kumayli																						
Senafe...	Royal Artillery Staff ...	4	...	...	...	...	4	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...
Zula																						
Head-quarters and guns at Kumayli ...	G | 14 R. A.	..	2	1	...	76	79	...	...	...	...	3	3	...	5	1	...	73	79	130	...	130
Detachment and horses at Senafe ...																				m.		
	3 | 21, R.A. (With "A" and "B" steel mountain batteries	...	6	1	...	94	101	...	...	...	...	...	...	...	...	..	...	...	...	113	...	113
	5 | 21, R.A. (With "A" and "B" steel mountain batteries	...	6	1	...	87	94	...	...	...	...	...	...	...	...	...	...	...	...	m. 113	...	m. 113
Zula	Attached to ditto from 1 | 4 Foot as volunteers	...	...	...	...	66	66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Zula and outposts ...	Royal Engineer Staff...	12	...	...	...	...	12	...	...	...	...	...	...	6	...	...	...	...	6	...	...	...
Detached on various departmental works, head-quarters at Senafe ...	10th Company Royal Engineers	...	1	2	...	54	57	...	1	...	...	1	2	...	1	...	...	28	29	...	...	...
Zula	1 | 4th K.O. Regiment .	...	25	2	...	580	607	...	3	1	...	11	15	...	1	...	...	67	68	...	...	...
Senafe...	33rd Regiment	...	28	3	...	790	821	...	...	..	...	26	26	...	...	...	...	...	...	...	...	...
	Total British Troop	35	68	10	...	1,747	1,860	...	4	1	...	41	46	18	7	1	...	168	194	356	...	356

* Adjutant-General's return.

Stations, &c.	Troops.	Present.						Sick.						On Command, &c., in Abyssinia.						Horses.		
		Staff Officers.	Regimental Officers.	Medical Officers	Native Officers.	Non-Commissioned Officers, Rank and File.	Total	Staff Officers.	Regimental Officers.	Medical Officers.	Native Officers.	Non-Commissioned Officers, Rank and File.	Total.	Staff officers.	Regimental Officers.	Medical Officers.	Native Officers.	Non-Commissioned Officers, Rank and File	Total.	Effective.	Sick.	Total.
	NATIVE TROOPS.																					
Zula detachment .. Hadoda detachment ... Senafe head-quarters ... Detachment at Senafe.	3rd Regiment Light Cavalry	...	7	2	14	352	375	..	...	...	1	36	37	...	...	...	1	46	47	278	1	279
Ditto *en route* to Senafe head-quarters, now landing at Zula	3rd Regiment Scinde Horse	...	7	1	20	356	384	...	...	...	...	5	5	...	...	...	1	25	26	415	...	415
Zula, 2 companies ... Kumayli, 1 company ...	Madras Sappers and Miners	...	7	1	3	234	245	...	1	...	1	12	14	...	3	1	2	138	144	...	...	...
In the "Passes" between Senafe and Kumayli at different posts; 4 companies in all	Bombay Sappers and Miners	...	6	1	8	444	459	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Zula	3rd Regiment Bombay N. I.	...	10	2	14	654	680	...	...	...	2	21	23	...	...	...	...	22	22	...	...	...
Senafe, head-quarters .. In the "Passes," 1 company	10th Regiment Bombay N. I.	...	8	1	14	574	597	...	...	...	...	38	38	...	...	...	1	70	71	...	...	...
Zula	25th Regiment Bombay N. L. I.	...	7	2	11	600	620	...	...	...	1	25	26	...	...	...	1	68	69	...	...	...
Rahaagedi, head-quarters ... ... In the "Passes," 4 companies	27th Bombay N. I. (Pt. Belooch Battalion)	...	6	1	8	326	341	...	...	...	...	25	25	...	2	1	8	314	325	...	...	...
In the "Passes"	21st Bombay N. I. (Marine Battalion) 1 company	...	1	...	2	75	78	...	...	...	...	5	5	...	...	...	...	...	...	...	...	...
Zula, head-quarters .. Under orders for the "Passes"	23rd Punjab Pioneers	...	10	2	17	731	760	...	...	...	...	12	12	...	...	...	...	...	...	...	...	...
	Native Troops, Total	...	69	13	111	4,346	4,639	...	1	...	5	179	185	...	5	2	14	683	704	693	1	4
	Grand Total ...	35	137	23	114	6,093	6,399	...	5	1	5	220	231	18	12	3	14	851	898	1,049	1	1,050

Troops *en route* to join the Force.

The following Table shows the number of troops, European and Native, in Africa, as well as those *en route* to join, and in India awaiting orders, when Sir Robert Napier landed :—*

	European Officers and Men.	Native Officers and Men.
In Africa.		
Troops (as above)	2,190	5,338
En route from Bengal.		
5 | 25 Royal Artillery	100	..
10th and 12th Regiments Native Cavalry ..	16	800
21st Regiment Native Infantry	16	712
Under orders to embark from India.		
Wing 3rd Dragoon Guards	220	..
Her Majesty's 45th Regiment	900	..
2nd and 18th Regts. Native Infantry (Bombay)	24	1,432
Awaiting Orders in India.		
Her Majesty's 26th Foot	900	..
5th and 8th Regts. Native Infantry (Bombay) ..	24	1,432

* Adjutant-General's Return.

The low plain on which the British camp was pitched stretches for about 14 miles from the sea to the foot of the mountains. Through these mountains, as shown before, there are two passes which lead to the Abyssinian highlands. These are formed respectively by the ravines cut through the hills by the Hadas and Kumayli torrents. During the rainy season, which lasts from May till September, these torrents are for short periods formidable masses of water, which rush down the passes, carrying away rocks, stones, and trees in their headlong course. During the remaining months of the year the passes are nearly dry, and available as roads; even in the rainy season it is probable that small numbers of careful travellers lightly equipped could pass up and down the Kumayli pass with safety, for this torrent drains no large portion of the highlands. Water is found in the passes only at rare intervals, and then in small quantities. The pass at Kumayli, which was shorter than the Hadas route by about 10 miles, had been, as shown in Chapter VIII., selected for the march of the Army. The road led along the bed of the torrent. When this route was first investigated by the reconnoitring party, it was barely practicable for the passage of animals. At Kumayli, the road, as lined out prior to Sir R. Napier's arrival, entered the mountains at a point about 14 miles from Zula. Here a station was established, as a halting place for troops and transport animals. Deep wells were dug, and by great labour sufficient water was found for the requirements of the passing detachments. At Kumayli the road entered the mountains, but for about three miles farther ran nearly level. The defile in this part was about a quarter of a mile broad. The sides of the watercourse, which itself was wide, but filled with large water-rolled stones and loose shingly gravel, were covered with prickly acacia trees that ran up the mountain side. Three miles from Kumayli the ascent began. The track took to the dry bed of the torrent, and twisted painfully through large boulder rocks and *débris* washed down from the hills. The mountains drew more towards each other, rising more precipitously and to a greater height, till at Lower Suru, 10 miles beyond Kumayli, they pressed so close upon the river bed as to leave only a fissure of a few yards through which the water could force its way. The confined torrent had washed down rocks, torn deep holes, and piled stones in wild confusion in the narrow pass. Through this chaotic mass the road was driven, as the cliffs rose up sheer on either hand, hanging inwards. So steep and high were their sides that even at mid-day there was a gloom on the rill which, rising at Upper Suru, trickled down to Lower Suru, where it was sucked up and lost in the thirsty sand. This narrow defile lasted for over two miles, and till the road nearly reached the station of Upper Suru, where a detachment of the Belooch Regiment and some sappers and miners were stationed to make a pathway through the defile. At the Suru Spring water was found in sufficient quantity to suffice for considerable detachments of men and animals. It was in the Suru Defile that the great difficulty and danger of the road lay; and no pains were spared by the working parties there to render it practicable. After six weeks of hard labour, they formed a road perfectly safe for field artillery and wheeled transport; but it was almost certain to be swept away by the first rains, and while impassable an army on the highlands could obtain no supplies from the shipping at Zula. It would then have to depend upon what the country could produce, and what might have been stored at Senafé. Although supplies were at first obtained to some extent at Senafé from the country people, in a few days the resources were exhausted. The Commander-in-Chief therefore spared nothing to provision a post so important to his operations.

General description of the line of road from Zula to Senafé.

Kumayli

After leaving Suru, the road emerged again into a broader, though hardly less barren portion of the pass. For 13 miles the road, ascending steeply, twined along the stony watercourse, until it reached the station of Undul Wells. Here, from the well

Undul Wells.

which had been sunk, by means of chain pumps, 100 gallons of water were hourly drawn;* but this was not sufficient to water the large convoys which daily passed towards Senafè, and more wells were sunk after the first visit of the Commander-in-Chief to the station. Above Undul Wells there was a small plain in the pass which, from the number of birds of that kind found there, received the name of Guinea Fowl Plain. Here the previous desert character of the pass was lost, and vegetation commenced.

Guinea Fowl Plain.

Guinea Fowl Plain passed, the road quickly ascended, and after 18 miles of steady climbing, reached a difficult defile near Rahagedi, where a road was pioneered with some difficulty by a wing of the Belooch Regiment. The station of Rahagedi lay more than 6,000 feet above Zula, and about 4,000 feet above Suru.† Here the nights were cold, and heavy dew fell. Fires were welcome after sunset, and fortunately plenty of firewood was available. From Rahagedi, eight miles of quick ascent led on to the table-land of Senafè. Part of this ascent passed over a very steep and tangled hill-side, known as the Senafè Ghât. There, a cool climate was reached, and the altered vegetation marked the elevation, for cypress junipers grew freely, and their boughs across the dusty path afforded now and again a momentary relief from the hot African sun, which even at this height burnt fiercely in the daytime.

Rahagedi.

At Senafè, which lay about 8,000 feet above the level of the sea, as soon as the sun went down the heat ceased. Warm clothing and heavy blankets were immediately required, for the nights were very cold. The great variation of temperature of necessity caused an increase in what it was least desirable to increase—baggage. But the troops had to be clothed for two opposite climates, and as their health must be preserved, their warm clothing and heavy blankets had to be carried.

Senafè.

Senafè had, as previously stated, been occupied on the 6th December. Since that time, before the arrival of Sir Robert Napier, considerable exertions had been made to open a practicable road between the head of the pass and the sea-coast, but in many places the rugged bed of the watercourse had been untouched. Sir Robert Napier found great difficulty in obtaining accurate information of either the state of the road or the condition of the Land Transport Corps in the pass, until he despatched Lieutenant Hozier, one of his Aides-de-Camp and an officer of the Land Transport, who had orders to travel day and night to Senafè and back, making notes of the road and mustering every animal of the Transport Train, either standing or travelling in the Kumayli Pass. The report of these officers was laid before Sir Robert Napier, who immediately issued stringent orders for the rectification of affairs, to which the troops engaged as working parties zealously responded.

These officers reported that the transport animals on the 10th January were thus distributed :—‡

* For a description of these chain pumps, *see* Chapter XXX.

† For a statement showing the height of stations, *see* Chapter XXXV.

‡ For detailed arrangements regarding the working of the Land Transport Train, and its strength at various dates, *see* Chapter XXVIII.

Sketched by Major A.G.F. Hoffs

James Ferguson Lith.

VIEW BETWEEN

SENAFE & RAHAGUDDY.

Lith. at the TOPL DEPOT of the WAR OFFICE
COL.L SIR H. JAMES R.E. DIRECTOR

	Present.	Sick	Efficient.	Total Efficient.	
SENAFE:					Actual strength of Transport Train when Sir Robert Napier landed.
Mules	2,185	589	1,596		
Ponies	357	6	351		
				1,947	
RAHAGEDI:—					
Mules	866	..	866		
Ponies	71	..	71		
				937	
UPPER SURC:—					
Mules	750	103	647		
Ponies	48	..	48		
				695	
KUMAYLI:—					
Mules	600	..	600	600	
ZULA:—					
Mules	629	29	600		
Ponies	239	..	239		
				839	
		727		5,018	

Of these 5,018 mules, 158 were harness mules, therefore the number of efficient pack mules was 4,860.

Maltese Mule Carts.—There were 50. All were not yet harnessed; 42 were efficient. There was harness for 100 mules more ready.

Camels.—Between 1st December and 2nd January, 2,184 camels were received in Abyssinia. Of these 125 had deserted or strayed, and 220 had died, leaving 1,839, including sick.

Bullocks.—962 pack bullocks had arrived; of these, 957 were in work, and (3,607 were reported to be at Bombay.)

Bullock Carts.—256 had arrived, and 113 were in use.

Duties of the Staff Officers of the Force under the Indian Regulations.

As the force employed in Abyssinia was sent from India, it worked in general under Indian Regulations. The duties of the General Staff of the Force were, to a great extent, similar to those of the British Army on service, with such variations as circumstances demanded, the Quartermaster-General's Department, for instance, in Abyssinia, in addition to its ordinary duties had control over the postal arrangements, and of all correspondence connected with the Land Transport Train, and the general superintendence thereof.

Quartermaster-General's Department. Special duties in Abyssinia.

All reports connected with the different engineering works, the construction and working of the railway, electric telegraph, photograph staff, army signallers, erection of buildings, piers, &c., construction and clearing of roads, trigonometrical survey, and well-sinking operations were also, in Abyssinia, made to the Quartermaster-General's Department, and the officer in charge of this Department, furnished by the desire of the Field-Marshal Commanding-in-Chief, special fortnightly reports to the Quartermaster-General, Horse Guards, on the working of these Departments.

The duties of Controller of Supply and Transport, and of the Treasurer and Paymaster, are given in Chapter V.*

Communication direct to Horse Guards.

Sir Robert Napier, on arrival in Abyssinia, was instructed to communicate direct with the Horse Guards on all points relating to the British troops under his command,

* *See* page 126.

transmitting duplicates to the Commander-in-Chief in India, and general reports to the Secretary of State for India, sending duplicates to the Government of Bombay.

Orders issued by Sir R. Napier on landing.

As soon as Sir R. Napier landed, he placed Brigadier-General Schneider in command at Zula, with the 3rd Regiment Native Infantry, 25th Regiment Native Light Infantry, 23rd Regiment Punjab Native Infantry, and such other troops as might, for the time, be halted at Zula.

Brigadier-General Wilby was directed to proceed to Kumayli, and exercise supervision of the troops there, as also of all troops between Zula and Senafè.

General Officers nominated to commands.

Major-General Malcolm was appointed to command on the Highlands; Brigadier-General Collings was placed in command of all the Infantry at Senafè; and Colonel Graves, 3rd Light Cavalry, in command of the Cavalry.

All reports and returns connected with the Royal Artillery were ordered to be sent to Colonel Petrie.

Reports and returns.

Weekly Distribution Returns of Troops and Departments were ordered to be forwarded to Head-Quarters every Monday, and Morning States were to be kept by Divisional Assistant Adjutant-Generals, as records to be forwarded when called for.

All movements of troops were to be regularly reported to Head-Quarters in the Quartermaster-General's Department, agreeably to the Regulations of the Service; and arrivals of individual officers of every corps and department were invariably to be reported, immediately on landing, to the Brigadier-General Commanding at Zula, for the information of the Commander-in-Chief, through the Adjutant-General's Department.

During his stay at Zula, the Commander-in-Chief also directed that no officers—departmental, regimental, or detached—were to be allowed to proceed up the road towards Senafè without his previous sanction.

Rations.

The Deputy Commissary-General was instructed to arrange for the issue of rations to all the Native troops serving in Abyssinia, agreeably to the China scale of rations, as under :— *

Rice or Flour	.. ..	Two lbs. per diem.
Dhall	.. .. ..	Four ounces.
Ghee	.. .. ..	Two ounces.
Salt	.. .. ..	Two-thirds of an ounce.
Turmeric	.. .. ..	One-eighth of an ounce.
Pepper	.. .. ..	One-eighth of an ounce.
Sugar	.. .. ..	Three ounces.

Mutton or goat—Eight ounces twice a week, when procurable.

One and a-half ounces of tobacco were to be substituted for sugar for those who preferred it.

Rules to be observed on the line of march.

Sir Robert Napier desired every one under his command to bear in mind how absolutely necessary it was for the character and well-being of the Force, to maintain a considerate and conciliatory bearing towards the people of the country; that no act of violence or aggression be committed, and that all labour and supplies be promptly paid for.

All troops and all followers, public and private, were to be carefully warned against straggling.

* For detailed Commissariat arrangements, *see* Chapter XXIV.

Soldiers who might be reported "foot-sore," or otherwise temporarily disabled from keeping up with the column, were to be told off in good time, so as to accompany the baggage guard.

Men falling out afterwards were to be collected regimentally, under a non-commissioned officer, whose duty it was to keep them together, and bring them up steadily in rear of the column; but every precaution was to be taken that men did not fall out without sufficient reason.

When the column was halted on the line of march for rest, the men were not to move out too far from the flank, especially if the march were not in broad daylight.

The inspection of the men's ammunition and equipments was to be carefully looked to daily, and immediate notice was to be taken of any defect or deficiency.

General Officers commanding Divisions, and all Officers commanding separate bodies of troops were invariably to adopt the measures prescribed by the customs and Regulations of Her Majesty's Army, for the due protection of their camps by day and night, and for that of their columns on the line of march.

Alteration of rations.

On the 21st January, the following alteration in the scale of rations to troops, followers, and officers' horses, not at Zula, took place :—

European Rations.—The daily allowance of 4 oz. of rice ceased; the men were permitted in lieu to draw money compensation for this article.

Native Rations.—The rice and flour rations of fighting men were reduced to 12 oz. of each per man per diem; ½ lb. of mutton or money compensation in lieu, at the option of the soldier, being given for the difference.

Public and Private Followers drew 10 oz. of flour, 10 oz. of rice per diem, and ¼ lb. of mutton or goat in lieu of the balance.

In the case of public followers, money compensation was allowed, if desired, in lieu of the balance of rice and flour.

Officers' Horses received only 6 lbs. instead of 8 lbs. of grain per diem.

Treatment of horses on ascending to the highlands.

As several horses had suffered from the epidemic, some suggestions by Principal Veterinary Surgeon Hallen, as to the treatment of horses from first landing at Zula until arrival at Senafè, were published for general information. These suggestions were that horses, if able to march, should not be kept at Zula longer than 24 hours after landing; that quarter to half dram doses of quinine should be given daily, morning and evening, from time of landing; and that the march from Zula to Senafè should be by regular stages, viz.: 1st day, Zula to Kumayli; 2nd day, Kumayli to Upper Suru; 3rd day, Upper Suru to Rahagedi; and the 4th day, Rahagedi to Senafè.

As the ascent was steep and the air rarified on this last march, he recommended that the horses should stop often to breathe, and that they should be marched slowly, and not in the least degree hurried.

He recommended that the first march should be commenced just before sunset, the others at daybreak; particular care being taken that the water used *en route* was not fouled in any way. He suggested that it would be as well to have a day's forage with the horses, as one or other of the halting places was almost certain to be unprovided, and that each horse should have two jhools or horse cloths, and a hood for use on arrival at Senafè, one jhool being worn during the day, the second jhool and the hood put on at night.

He recommended also a set of warm bandages for the legs, and, if possible, a small

tarpaulin or waterproof to put over the horse's back, as the dew at night was very heavy in the highlands.*

Depôts for discharged followers.

The Commander-in-Chief directed officers commanding stations to exercise close supervision over the detachments of the Land Transport Corps under their respective commands, so as to ensure all deficiencies or irregularities being brought to immediate notice.

Depôts were formed at Zula and Senafè, under the orders of the Senior Commissariat Officers at those stations, for the reception of Native camp followers, public or private, whose services were no longer required.

All public followers were retained for duty with the Commissariat, as well as such private followers as were willing to work for the pay that was offered to them.

All public followers whose services were not required, and all private followers who were unwilling to remain, were sent back to India by the first opportunity.†

Corps and departments sent to these depôts all such public and private followers as were no longer required.

Depôt for unfits, and arrangements for sending invalids to England.

A general depôt was formed at Senafè, under the orders of the Officer Commanding that station, for the reception of all such men, whether European or Native, who were pronounced unfit to accompany their respective regiments to the front.

The Officer Commanding at Senafè detailed two officers for duty with this depôt, one from an European and the other from a Native regiment.

Room for twenty invalids from Abyssinia was reserved in each of Her Majesty's Indian troop ships leaving Bombay in March for Suez.

Work in the pass.

During the month of January work was energetically carried on in the passes; a good road was quickly made as far as Kumayli over the sandy plain, and the railway was pushed forward in the same direction; between Kumayli and Suru, the road, already practicable for pack animals, was widened, formed with easy gradients, and cleared for the passage of carts. Through the Suru Defile, the skill of the Bombay Sappers and the ready labours of the Beloochees raised a carriage way, which amply sufficed for the passage of Artillery, and the Senafè Ghât was made practicable. The Kumayli Pass daily lost some of its horrors. Till after the arrival of Sir Robert Napier the pack animals which formed the convoys of the Transport Train had to carry their own forage, thus diminishing materially the load they could bear, and decreasing proportionately their useful labour. Grass was, however, in January, found in some offshooting valleys near Suru, Undul Wells, and Rahagedi, sufficient to forage the animals as they passed those places, and they were consequently able to carry a larger useful load.

Native carriage.

In his instructions to the reconnoitring party, Sir Robert Napier had enjoined the use of Native carriage, by means of which he had hoped that the Commissariat Department would have been able to accumulate supplies at Senafè before his arrival. But when he reached Zula, he found that the whole available means of transport were strained to feed the small force then at Senafè, although, on the 9th December, Colonel Merewether had made a convention with the chiefs of the tribes inhabiting the pass, by which they agreed to carry a 75 lbs. bag on each bullock from the shore to Senafè, at the rate of 2¼ dollars each bag. In order to assure the safety of transport, the chiefs had attached to the Commissariat at Zula five delegates, one of each tribe (at the rate of

Convention with Native Chiefs.

* For Veterinary Reports, *see* Chapter XXXII.
† For reduction of followers, *see* Chapter XXIX.

6 dollars monthly from the day of their arrival, and daily rations of 1 lb. of flour each), to watch over the people bringing bullocks, and to exclude any individual not to be trusted.

Advantage of cart transport.

After Sir Robert Napier's arrival, arrangements were made to supplement the pack transport with wheeled carriages, and their introduction first allowed the supplies of the Commissariat to gain ground over the daily consumption of the garrison. It was found that no pack animal could carry more than 190 lbs., of which 40 lbs. was required for his own grain. In draught the same animal could draw, even on the steep roads of the pass, 3 cwt., or 336 lbs., besides his grain. A great addition was consequently made to the daily supply of provisions to Senafè by the introduction of wheeled transport. At first, Sir Robert Napier retained all the troops near the sea, except those which were already established as a necessary guard to cover the issue of the defile, and to protect the accumulation of Commissariat stores at Senafè. The epidemic which attacked horses in the low ground, required that Cavalry should be pushed up to the highlands, and the Sinde Horse was consequently sent up, but the 4th King's Own Regiment, the A and B Mountain Batteries, the 3rd Bombay Native Infantry, the 25th Bombay Native Light Infantry, some of the 23rd Punjab Pioneers, and two companies of Madras Sappers were held on the sea-coast, while the remainder of the troops which were to compose the force were ordered not to sail for Zula until matters had been made more favourable for their reception, The guns and gunners of the G | 14 Armstrong battery were stationed at Kumayli, while the horses and drivers were with the advanced force, which, under General Malcolm, consisting of the 33rd Regiment, the Bombay Native Mountain Train, the 10th Native Infantry, and 3rd Bombay Cavalry, held Senafè and the head of the pass. In the defile, working on the road and garrisoning the stations along the line between Zula and the highlands, were the Beloochees, the 10th Company Royal Engineers, one Company of the Bombay Marine Battalion, the Bombay Sappers, and a detachment of the 23rd Punjab Pioneers.

Letters from Magdāla of the 18th December.

The latest intelligence received from the captives before the Commander-in-Chief moved from Zula, was dated December 18, and described Theodore as moving very slowly with heavy ordnance and baggage from Debra Tabor towards Magdāla.

At first there was some delay in commencing operations, arrangements had to be made for a line of communication to be held open between Magdāla and Zula, and a chain of fortified posts established to cover the stores and depôts along it. Although the natives appeared friendly it was evident that the slightest reverse might convert them into enemies; and that Kassai, Prince of Tigré, hung upon the right flank with 10,000 men at Adoa. He feared to befriend the British, as they had openly proclaimed that, the prisoners secure they would quit the country, and that their allies would then receive no aid from them against the vengeance of Theodore; and not improbably he wished to delay the advance of the Expedition in the hopes that Theodore might in the meantime destroy his rival, Wagshum Gobaze. The other provincial chiefs had also, not unnaturally, a dislike to commit themselves too deeply with an ally whose success would be the signal for their desertion. If any reverse had befallen the British arms, it is more than probable that all those who had at any time dallied with proposals of alliance would have united against the foreign enemy, and have sought, by an attack on their flank or rear, to strike them a heavy blow, and so avert the coming wrath of Theodore from themselves. It was necessary therefore that the force should have its line of communication well guarded and firmly secured, and the only means of having it so was by strong posts, which entailed garrisons.

Measures taken at Zula.

While the Commander-in-Chief halted at Zula, vigorous measures were taken to introduce new beneficial arrangements, and to perfect those already existing. The water

supply was the first consideration, and by the establishment of a judicious supervision it was rendered sufficient for not only the animals and troops already at Zula, but also for all those expected. An officer was sent to Egypt to purchase remount horses for the Cavalry, to replace the horses which had died from the epidemic. Orders were sent to Egypt to continue the purchase of transport animals; requests were sent to Bombay to send out Indian muleteers. By the end of January, the railway was pushed on half way to Kumayli, the telegraph was completed to Suru, shipping was despatched to bring camels from the coast of Arabia, and as far as possible purchases of animals were made in the country. The disembarkation of the camels from Arabia, and other transport animals, was carried on energetically by means of seven large barges, four tugs, three steam launches, and 160 native boats; but the second pier for the Commissariat Department, owing to the want of skilled labour, progressed slowly. During the early part of January, the disciplined and organized mules of Lahore and Rawul Pindee arrived from Kurrachee, and were of great assistance. By their aid, and the vigorous measures taken, it was possible on January 18, to push forward a detachment and occupy Gunaguna, some 12 miles beyond Senafè. Then preparations began to be made for a general advance; exertions were redoubled to get provisions to the highlands. To do this, in fact to enable the Force to move at all, with any hope of reaching its destination before the rainy season set in, it became essential to reduce considerably the baggage, camp equipage, and followers attached to departments, officers, and regiments. This was no easy task, for the Force, working under Indian Regulations, and composed of corps that had been quartered in India for years, had regarded its Indian establishments as almost absolute necessities. These establishments had already, after much consultation, been considerably reduced prior to embarkation, and opinions were freely expressed by officers of rank and experience that they had already been too much cut down for efficient working. Further reductions had now, however, to be made if Magdāla was to be reached at all before the rains set in, and Sir Robert Napier entrusted to the Quartermaster-General's Department the responsible duty of carrying these out, a work rendered comparatively easy by the cordial co-operation of the regimental Commanding Officers. Officers vied with each other in discarding any article which could be spared, for all thirsted to facilitate the advance of the Force. Things which in many campaigns would have been regarded as necessary, were ungrudgingly thrown aside, and in the common cause every personal sacrifice was cheerfully made. By this reduction the necessary carriage (already reduced considerably in India) for an European regiment was decreased from 478 mules to 270; that for a Native regiment, from 270 to 230.

Preparations for an advance.

First reduction of camp equipage, baggage, and followers.

The amount of camp equipage, transport, sick carriage, and Native followers allowed for every regiment and battery composing the force was reduced to the following scale:-

*Camp Equipage.**

1	Bell tent	for each	Commanding Officer.
1	„	„ every 3	other officers.
1	„	(single cloth) for every 5	Staff Serjeants or warrant officers.
1	„	„	„ every 4 Native commissioned officers.
1	„	„	„ 12 European non-commissioned, rank and file.
1	„	„	„ 14 Native non-commissioned, rank and file.
1	„	„	„ guards for each regiment or battery.
1	„	„	„ stores for each regiment.
1	„	„	„ hospital establishment for regiment or battery.
1	„	„	„ hospital necessary for each regiment.

* For scale of Camp Equipage on embarkation for Africa, *see* Chapter XXIX.

2 Tents, Native soldiers', double poled, for hospital for each regiment.
1 Tent, „ for hospital for each battery.
1 Bell tent for hospital for a company of Royal Engineers.
1 „ „ „ Native Sappers, when detached.
1 „ „ for a battery of Native Artillery.

*Transport.**

Reduced scale of transport.

1	Mule	for every	2	bell tents.
3	„	„	2	Native soldiers' double-poled tents.
1	„	for the conveyance of each officer's personal baggage.		
1	„	„	„	mess kit of every 3 officers.
1	„	„	„	baggage of every 3 Staff Serjeants.
1	„	„	„	baggage of every 4 European non-commissioned, rank and file.
1	„	„	„	baggage of every 3 Native officers.
1	„	„	„	baggage of every 5 Native non-commissioned, rank and file.
5	„	„	„	cooking utensils of a British regiment.
1	„	„	„	cooking utensils of a battery, Royal Artillery.
2	„	„	„	Quartermaster's stores of a British Infantry regt.
1	„	„	„	Quartermaster's stores of a battery.
1	„	„	„	Quartermaster's stores of a Native regiment.
1	„	„	„	office books of each regiment and battery.
1	„	„	„	Armourer's stores of each regiment.
8	„	„	„	entrenching tools of each regiment.
13	„	„	„	hospital stores of a British regiment.
6	„	„	„	hospital stores of a Native regiment.
3	„	„	„	hospital stores of a battery, Royal Artillery.
1	„	„	„	hospital stores of a Native battery, or company of Sappers.
2	„	„	„	hospital stores of a company, Royal Engineers.
22	„	„	„	spare ammunition of a British regiment.
20	„	„	„	spare ammunition of a Native regiment.
6	„	„	„	spare ammunition of a company, Royal Engineers, or a company of Sappers.

*Sick Carriage.**

Sling hammocks, with 4 bearers each, were issued at the rate of 1 for every 20 European non-commissioned, rank and file, and 1 for every 100 Native non-commissioned, rank and file. Sick carriage.

1 Dooly, with 6 bearers, was allowed to each regiment.

*Followers.**

The only Native followers, public or private, allowed to proceed with the troops beyond Zula, were as follows, and no extra carriage was permitted for the conveyance of their baggage:— Followers.

* For scales on embarkation, *see* Chapter XXIX.

26 Cooks for each British regiment.
6 „ for a field battery of Artillery.
5 „ „ mountain train battery.
3 „ „ company of Royal Engineers.
Puckaul bheesties according to existing regulations.
Hand bheesties „ „ „
1 Servant for the mess kit of every 3 officers.
1 Grass-cutter for each officer's horse.
1 Syce or grass-gutter for each battery horse of a field battery.
25 Muleteers for each mountain train battery, Royal Artillery.
1 Grass-cutter for every 2 mules of a mountain train battery of Royal or Native Artillery.
47 Muleteers for a battery of Native Artillery.
3 Artificers for each battery of Royal Artillery, and 7 for Native Artillery.
Regimental and battery officers were allowed each a soldier servant.

Similar reductions in camp equipage and carriage were made for all Staff officers. These were, however, as a temporary measure, permitted to retain one private servant each.*

Arrangements for an advance.

By January 25, the Commander-in-Chief considered matters sufficiently forwarded to justify the commencement of an advance on Antalo. Directions were accordingly sent to Aden to push forward the troop-ships which might be coming up from India. The troops which had not as yet arrived, consisted of the 3rd Dragoon Guards, and the 10th and 12th Regiments of Native Cavalry from Bengal; the 21st Punjab Pioneers from Bengal; the 3rd Brigade, consisting of the 45th Regiment, the 2nd Regiment Bombay Native Infantry, and the 18th Regiment Bombay Native Infantry; as well as the 4th Brigade, which consisted of the 26th Cameronians, the 5th Regiment Bombay Native Light Infantry, and the 8th Regiment Bombay Native Infantry.

On January 25, a brigade under Brigadier-General Collings, consisting of a wing of the 33rd Regiment, a wing of the 10th Native Infantry, a detachment of Sappers and Miners, and a wing of the Sind Horse, was ordered to hold itself in readiness to march from Senafè on Antalo. On the 25th the Commander-in-Chief left Zula for the front, accompanied only by his personal Staff, Colonel Thesiger, Deputy Adjutant-General, and Captains Holland and Pottinger, of the Quartermaster-General's Department. The remainder of the Head-Quarter Staff were ordered to remain at Zula for the present.

Departure of Sir R. Napier to the front.

Sir Charles Stavely also remained on the coast; but Major-General Russell was ordered up from Aden to relieve Sir Charles Staveley who was required in the front, and to assume the control of the landing-place; and this was no light task, for the Army throughout the campaign depended almost entirely for everything, except meat and firewood, on the ships and on the Senafè depôt stored from the harbour. Never were operations carried on in a country so unfavourable to war. The very base of operations, where at the end of January there was a comparatively large population of men and animals, had to be supplied with water from the condensers and from the shipping. An accident to a delicate piece of machinery, or the breaking of the valve of a pump, caused the stock of

Difficulties in carrying on operations.

* For full details of establishments of followers, carriage, camp equipage, &c., on leaving India, *see* Chapter XXIX.

Sketched by Lieut. F. W. Graham. 108th Regt.

James Ferguson Lith.

IRON GIRDER RAILWAY BRIDGE.

OVER THE KUMAYLI TORRENT.

Lith. at the TOPL DEPOT of the WAR OFFICE
COL. SIR H. JAMES, R.E. DIRECTOR

the precious fluid to run short, and inflicted a great inconvenience in the camp, where water had to be doled out in daily portions of limited quantity, and a reduction of the ration told heavily on man and beast. There was no timber in the country; there was no stone near the sea-coast; every block of coral and every beam of wood, for the construction of piers or storehouses, had to be imported; every inch of rope had to be brought from the ships; every yard of road had to be made to allow the convoys to pass; every boat had to be brought to the coast for the disembarkation of troops and stores, for none were found there. Boats could not at first approach the beach, as the water shoaled slowly, and the beach was very flat. Not the least arduous of the duties was the disembarkation of the cargoes of the ships; and its success was due to the exertions of Captain Tryon, R.N., who with limited means achieved great things. Throughout the Expedition there was the most complete cordiality between the Army and Navy. Commodore Heath, his officers and men, threw themselves heart and soul into the work of forwarding the progress of the Army; did right good work, and did it nobly. It was satisfactory to the Navy as well as to the Army, that a Naval Brigade was organized while the Commander-in-Chief halted at Zula, and placed under the command of Captain Fellowes, R.N., of Her Majesty's ship "Dryad." The men of the Naval Brigade were armed with cutlasses and Snider carbines, and their mules carried rocket tubes, which were of great assistance in the capture of Magdāla.

Valuable assistance of the Navy.

Before the Commander-in-Chief left Zula, a large detachment of the Army Works Corps and of the Bengal Cooly Corps arrived. The former were immediately set to work to push forward the railway; the latter arrived with fever on board one of their vessels, and had to be sent to a separate sanitary camp for some time, but were afterwards of great service. The 21st Punjab Native Infantry also arrived. When Sir Robert Napier left for Senafè, the state of matters was much improved. He had carried out strenuously the reforms commenced by Sir Charles Staveley. The condition of the Land Transport had been much ameliorated. The difficulty of provisioning Senafè was being gradually overcome; the road was being made rapidly available for wheeled carriage, and convoys of carts were already plying to Kumayli. The supply of water at the station of Undul or Maien Wells had been doubled, and still more wells were being sunk; and at Zula, by the 19th January, the daily supply was 36,450 gallons. Grass had been found near Senafè, and large stores of it collected in that place, as the troops cut it and the Cavalry horses brought it up. Every man that could labour, and every beast that could walk, did his daily labour for his daily bread. The Commander-in-Chief and his Staff set the example: they remained toiling on the hot sea-coast, and did not, until the troops were ready to advance, seek the more pleasant climate of the highlands. They took little rest, and infused a similar spirit to their own in every man in the Force—and every soldier worked as few labourers work at home. Those who hold that the British soldier is helpless, should have paid a visit to the sea-coast of Annesley Bay. Under a burning sun, and in a tropical climate, with an apportioned allowance of water and with perpetual clouds of dust lodging in every pore, physical labour was excessively severe; but the railway and roads had to be made, and made they were.

Arrivals at Zula.

Condition of Land Transport by the end of January,

Supply of water.

Grass.

The railway did not make such rapid progress as was expected. Locomotives had however been landed, and the first made its trial trip on the 19th January. They were useful in the removal of Commissariat stores from the piers to the storehouses.

Railway.

By the end of January a girder bridge of three waterways of 20 feet span had been constructed over a branch of the Hadas River.

Girder bridge.

* For general report on Engineering operations, *see* Chapter XXXIII.

Arrival of sheep from Berbera.

The Commissariat had commenced obtaining supplies of sheep from Berbera, and on the 20th January had landed 1,000.

Elephants.

Nineteen elephants had been landed, as before stated, at Zula, early in January. Twenty-five more elephants arrived from Bombay at a later period. All these elephants were at first employed in conveying stores from Zula towards the front. They were, however, sent to Abyssinia for the purpose of transporting heavy ordnance, and were used accordingly for the conveyance of the 8-inch mortars from Zula, and of four Armstrong guns and carriages, ammunition, &c., from Antalo to Magdāla.*

The four guns and carriages of G/14th R.A. (12-pr. B.L. Armstrong guns) were distributed in the following manner:—

Elephant carriage for field guns.

For each gun	1 elephant	..	4
„ carriage	1 „	..	4
„ limber and 1 wheel	1 „	..	4
„ pair of ammunition boxes and 1 wheel	1 „	..	4
Every 3 wheels of remaining 8	1 „	..	3
Total		..	19

One of the last elephants having but two wheels, the load was made up by the shears, tackle, &c.

There were no means of weighing the several portions of the carriages, matériel, &c., but the following weights were given at the Poona Arsenal. Lieutenant-Colonel Hill Wallace, R.A., who commanded the division of Artillery in which the elephants served, reported, however, that he believed that the carriage was considerably heavier than noted.

Gun, 8 cwt. 1 qr., or 924 lbs.; carriage, 8 cwt. 2 qrs. 14 lbs., or 966 lbs.; limber, 4 cwt. 2 lbs., or 450 lbs.; one wheel, 2 cwt. 3 qrs. 6 lbs., or 314 lbs.; ammunition box, 2 cwt. 1 qr. 3 lbs., or 255 lbs.

The cradle probably weighed about 150 lbs., the elephant pads, guddeelah, &c., were supposed to weigh about 500 lbs. each set.

Consequently the weights of the several loads were as follows, viz.:—

		lbs.	
For gun elephant	gun	924	1,574 lbs.
„	cradle	150	
„	pad, &c.	500	
For carriage elephant	carriage	966	1,616 lbs.
„ „	cradle	150	
„ „	pad, &c.	500	
Load of ammunition boxes	2 boxes	510	1,324 lbs.
„ „	1 wheel	314	
„ „	pad, &c.	500	
Load of wheels	3 wheels	942	1,442 lbs.
„	pad, &c.	500	

Loading.

With respect to the loading, it was found impracticable to use the shears, it being difficult to get the animals to remain quiet under the fall; moreover, the nature of the soil was seldom such as to afford a good hold for the pickets. The loading was, therefore, effected as follows, in the case of the gun, one skid (with the carriage two skids)

* For fittings of transports and sea rations for elephants, *see* Chapter VII, pages 214 and 226. For care, forage, and ailments of elephants, *see* Chapter XXVII. For general report on elephants, *see* Chapter XXVIII.

was placed, with one end resting on the ground, the other on the cradle, the elephant being of course in a sitting posture. The breech-screw being removed, handspikes were inserted in the bore at breech and muzzle, and the gun was lifted up along the spar by eight men to its rest in the cradle.

To assist the lift, a drag-rope was attached to the gun at the trunnions, passed over the cradle and manned on the opposite side by three or four men, with this too the gun was kept steady, while the men who were lifting obtained a fresh purchase.

The carriage being heavier, 12 men were required to lift it; the arrangements were the same, except that two skids were used instead of one, up which to slide the weight. The limber was lifted bodily up (no skidding being used) and placed in its cradle; a wheel was then placed on the top and lashed securely.

The ammunition boxes were carried slung, one on each side of the animal, with a wheel laid on the top of the pad and lashed.

The three wheels were slung, one on each side, and one laid on the top.

With regard to the time occupied in loading, the chief delay took place in equipping the elephants with their gear and cradles; once this was done, the gun and carriage were loaded in two or three minutes; the other loads took longer on account of the lashing.

Carriage for 8-inch mortar.

The 8-inch mortar, with its bed, required two elephants, the weights being as follows (those of travelling bed, cradle, pad, &c., being given approximately only for each mortar; two of these mortars were taken to Magdāla):—

Light 8-in. mortar, 8 cwt. 1 qr. 12 lbs.; iron (firing) bed, 7 cwt. 2 qrs. 6 lbs.; wood (travelling) bed, 1 cwt. 2 qrs.; cradle, 2 cwt. 1 qr.

The load then was—

For mortar elephants—mortar, 924 lbs.; travelling bed, 168 lbs.; cradle, 252 lbs.; pad, &c., 500 lbs.; total, 1,844 lbs.

For bed elephants:—iron bed, 840 lbs.; travelling do. for do., 168 lbs.; cradle, 252 lbs.; pad, &c., 500 lbs.; total, 1,760 lbs.

The weights of skids, implement boxes, handspikes, &c., were not known, but they formed a good load for an elephant.

The powder was carried on another elephant, and the shells on mules (4 per mule).

Loading.

The loading was thus effected—

The elephants being seated, two parallel skids were placed with their upper ends resting on the cradle, their lower ends being on the ground; their parallelism was preserved at the proper distance by iron stays; they were formed with a track, along which the iron trucks of the travelling bed, fitted with iron flanges, ran. Tackle was attached to the travelling bed, passed over rollers which were fixed in the cradle and manned on the opposite side of the animal; four men, with handspikes, heaved the mortar or bed up to the skid, and the tackle being hauled on, the load was run up rapidly into its cradle.

To prevent the pad being displaced while the load was hauled up, a third skid (somewhat shorter) was placed on the off (hauling) side, with one end resting against the cradle, thus checking the tendency of the cradle to come over with the haul and supporting the gear.

The delay in preparing the elephant was the same as with the gun.

Unloading.

Unloading was performed under the same arrangements with both descriptions of ordnance; with the guns it was a much easier process than that of loading, and frequently only one skid was employed in unloading the carriage.

Equipment.

For marching in an ordinary country, the equipment used was almost all that could be desired; the only alteration suggested was that curled hair should be used,

for saddles, instead of coir (cocoa nut fibre) for the stuffing of the under pad, and which should be somewhat thicker than that used.

The skin of the elephant is so tender that it easily becomes chafed, and serious galls and sores ensue from friction as well as from the pressure of the heavy weights carried, which remained on the elephants' backs, at times, from 12 to 20 hours without relief.*

The experience of the campaign eventually led to the suggestion that in a mountainous country the pads should be fitted with breechings and breast-pieces, as the rope used (which in the one case was pulled tight under the tail, and in the other under the throat) caused very severe galls and sores to those parts, notwithstanding that a piece of chafing leather was placed between the rope and skin; moreover, in ascending, the strain, caused by the weight being thrown back, acted very detrimentally on the respiration, almost choking the elephant; to remedy this defect, probably an arrangement like a horse collar might be used. Lieutenant-Colonel Hill Wallace, to whom we are indebted for the information on this subject, considered that it would also be an improvement if the pads were attached and secured in the same manner as the cradles, that is, by being secured from the sides under the belly instead of by a rope passing completely round and over the animal; the objection to the present arrangement was, that if the ropes were found to be loose, either from carelessness on the part of the mahout, or the tricks of the animal, they could not be adjusted without removing the loads; whereas, under the arrangement proposed, the ropes could be drawn tight as the girths of a saddle.

The cradles, &c., supplied to G/14th R.A., were somewhat slight, having been intended for use with a 6-pr. Battery. The beds for the guns were cut to receive the larger circumference of the 12-prs.

Equipment, &c., of the Steel Mountain Batteries.

The equipment of the Steel Mountain Batteries was despatched from England; an account detailing the establishment, &c., proposed for the above batteries will be found in Chapter IV. The alterations made in the original proposal were as follows:—†

One armourer-serjeant and four non-commissioned officers were sent out from England with the guns and equipment of each battery; an assistant wheeler and a shoeing-smith for each battery were brought out by Lieutenant-Colonel Milward, R.A.

The batteries were manned by the followimg garrison batteries of the 21st Brigade from Bombay:—

No. 3/21st R.A., under Lieut.-Colonel Penn ("A" Battery).
„ 5/21st R.A., „ Captain G. Twiss ("B" Battery).

Lieutenant-Colonel Penn and Captain Twiss reached Zula on the 1st January, and took over the equipments and mules of their batteries, during the first week in January. Three weeks were occupied in drill and practice before the batteries were sent forward.

"A" Battery left Zula on the 28th January, "B" Battery being detained until the 28th February; the mules of this battery were employed on convoy duty during the last five weeks of their stay at Zula.

* For further particulars regarding the habits, ailments, and condition generally of elephants, see Chapter XXVII.

† From a report by Lieutenant Chapman, R.H.A.

DETAIL of Mules with each Battery.

Mules.	No. 1. Subdivision.	Mules.	No. 2 Subdivision.	Mules.	No. 3 Subdivision.	Mules.	No. 4 Subdivision.	Mules.	No. 5 Subdivision.	Mules.	No. 6 Subdivision.
1	Gun ..	1	Gun ..	1	Gun ..	1	Gun ..	1	Gun ..	1	Gun
1	Carriage ..	1	Carriage ..	1	Carriage ..	1	Carriage ..	1	Carriage ..	1	Carriage
1	Wheels ..	1	Wheels ..	1	Wheels ..	1	Wheels ..	1	Wheels ..	1	Wheels
1	1st. amm..	1	1st amm..	1	1st amm..	1	1st amm..	1	1st amm..	1	1st amm.
1	2nd „ ..	1	2nd „ ..	1	2nd „ ..	1	2nd „ ..	1	2nd „ ..	1	2nd „
1	3rd „ ..	1	3rd „ ..	1	3rd „ ..	1	3rd „ ..	1	3rd „ ..	1	3rd „
1	4th „ ..	1	4th „ ..	1	4th „ ..	1	4th „ ..	1	4th „ ..	1	4th „
1	Dble. shell.	1	Dble. shell.	1	Dble. shell.	1	Dble. shell.	1	Dble. shell.	1	Dble. shell
1	Rockets ..	1	Rockets ..	1	Rockets ..	1	Rockets ..	1	Rockets ..	1	Rockets
1	Mis. stores.	1	Sp. wheels.	1	Sp. carr. ..	1	Sp. cradle	1	Sp. wheels.	1	Forge
10	..	10	..	10	..	10	..	10	..	10	..

Detail of mules with each Battery.

Mules for 1st Reserve, carried with the Battery.

15	for double shell	120 double shell.
5	„ rockets	80 rockets.
2	„ shrapnel	32 shrapnel.
1	„ case	20 case.
1	„ powder.	
1	„ fuzes.	
5	„ matériel	Veterinary stores, shoes and nails, iron, wood, charcoal, leather, &c.
1	„ wheeler's tools	In addition to those originally supplied with equipment.
31		

Ponies.		Summary.	Mules.
1	for Serjeant-Major.	Battery	60
1	„ Quartermaster-Serjeant.	1st Reserve	31
1	„ Armourer Serjeant.	Spare	19
1	„ Conductor of Stores.		
1	„ Trumpeter.		
5			110
Otago saddles	100		
Riding ditto	5	Ponies	5

Mules and saddles for the reserve were furnished in equal proportions by the several subdivisions. Reserve loads were packed separately, and the mules picketed with their subdivisions. Four spare wheels were carried with each half battery in Nos. 2 and 5 subdivisions. The great strain upon the wheels in firing made the large proportion of spare wheels carried with the batteries necessary. The spare wheel load assumed the shape of an inverted V, and the shafts of the three subdivisions were carried with this load between the wheels instead of with the gun, in order to render that load as free as possible for mounting and dismounting. Reserve loads.

The wooden cradles were early dispensed with for gun and carriage, but retained for the carriage of the wheels on the third mule, as being more convenient. The load comprising wheels and carriage, as originally laid down, being considered too heavy, the whole plan of carrying the wheels separately was reverted to. The iron cradles (in Wooden cradles.

separate pieces) were easily fitted to any Otago saddle, and answered every purpose, though the arms were adjusted with difficulty, and found too weak in the joints.

It was found that the carriage would ride on an Otago saddle without any cradle at all.

Forge load.

The forge-load at first appeared badly adjusted, the bellows on one side weighing down the anvil block and hammer on the other, though the weights of each approximated 98½ lbs. By adding links to the chains supporting the block and anvil, the forge load was made to ride well.

Two iron supports fitted by means of screws and nuts, were proposed, to enable the iron cradle to carry the gun lengthwise instead of athwart. They were brought out with the battery; the question, however, of changing the position of the gun was never raised, the extreme length of the gun (29 inches) being so small that no alteration was required; the method adopted of carrying it was the most convenient for mounting and dismounting, and the gun lay near the mule's back, though safely raised above it.

Mortar bed.

A mortar bed designed by Lieutenant Curtis was made for each subdivision, and carried on the double shell load of the first line.

2 Cheeks, teak, 2½ inches thick, 23 inches baes, 11½ inches deep from trunnion holes.
1 Rear transom, 5 inches by 3 inches, teak
2 Front ditto 2½ inches by 2 inches } weight, 75 lbs.
2 ⅝ iron bolts with nuts .. ..
4 ⅝ eye-bolts, securing capsquares and passing right through the cheeks.

Two bars of wood 2 inches square passed through iron staples fitted into the cheeks at the base prevented the upsetting of the bed on the discharge of the piece; these were 4 feet long, and enabled the gun and bed to be carried by either two or four men.

Store boxes.

The boxes containing "miscellaneous stores" and the small store boxes, carried with the gun being too tightly packed for convenience, small wooden boxes with sliding tops were fitted to the wooden cradle carried by the wheel mule, leaving the contents of the several boxes as under:—

Miscellaneous Store-Boxes.	*Box on Wheel Mule.*
Armourer-Serjeant's tools.	4 Sets shoes and nails.
Wheeler's ditto.	1 Spare lanyard.
Collar-maker's ditto.	1 Set bits for borer.
1 Set of entrenching tools on the top of saddle, completing the load.	1 Measuring cup, copper.
	1 Spare linchpin and washer.
	1 Hold-all, containing fuze-extractor, spike, turnscrew, &c.

In addition to the above the following spare stores were carried by the subdivisions undermentioned:—

No. 1. Spare tube-pocket and lanyard.	No. 5. Measuring line for 50 yards.*
„ 3. Spare skein, Hambro' line.	„ 6. Spare tube-pocket and lanyard.
„ 4. Spare arms for cradle.	A small oil-can was fitted for each box.

On the spare cradle carried in No. 4 subdivision a similar box was placed, containing —Quadrant, spirit-level, funnel, two gauges.

Store boxes with gun.

Near box—1 tube-pocket with 50 tubes, straps for do. detached, 1 lanyard, 50 tubes in case.

* This measuring line was used in measuring a base with a sliding rule, invented by Lieutenant Nolan, for measuring distance, which proved very useful.

Off box—Tangent sight, 1 set bits, 2 hand-borers, 2 shell keys, 1 screw-wrench for fore-sights.

In addition, a set of entrenching tools,—

1 axe, felling, 1 do. pick, 1 shovel, 1 bill-hook, 1 reaping-hook, weighing, with the board to which they are attached, about 28 lbs., were carried with each subdivision on the fourth ammunition mule.

Two similar sets of entrenching tools, and four sets with pickaxe, shovel, bill-hook, and reaping-hook were carried on six of the double-shell loads of the reserve.

The present system of draught was found faulty; though on more than one occasion the guns were dismounted and put in draught, this could not be done in travelling down hill, and it became a question whether, if the loads were lightened, the guns would ever be placed in draught in a mountainous country.

Old oars, procured from the Navy, were cut up, the wood being carried to replace the shafts in case of injury.

The Otago saddles supplied for the battery were excellent. Otago saddles.

Sixty additional saddles were obtained from the Land Transport Corps, to complete the equipment. The stuffing of the pads with these, as with all those first received by the Land Transport, had not been properly tested, and was the cause of many mules being disabled during the Expedition by sores on the ribs. Every opportunity was taken of greasing the saddles, &c., and of removing the hair from the pads, but with constant marching this was done with difficulty.

A full report on the pack-saddles employed with the Force made by Captain Holland, Assistant Quartermaster-General at Head Quarters, will be found in Chapter XXVIII.

To lighten the ammunition loads carried on three mules of each subdivision, one common shell was removed from each box; to replace the above, 16 common shell were carried upon a fourth ammunition mule, in packing cases, making the number of rounds per subdivision 64.

Four rockets were removed from each of the panniers (leather) carried by the rocket mules, and 80 rockets were carried in the first reserve.

A reserve of 120 double shell was considered necessary to meet the possibility of a regular bombardment; the double shell were filled with No. 3 rifle powder, procured from the Navy.

The following statement shows the detail of loads:—

Detail of loads.

Gun Mule.	lbs.	oz.
1 Saddle, Otago, with iron cradle, surcingle omitted	40	12
1 Web wantie		
2 Boxes, small store, Near	7	10
2 Boxes, small store, Off	6	2
1 Bearer or splinter bar, Near	3	7
2 Sponge, Off	4	8
1 Ordnance steel	150	0
1 Cover, pack-saddle	6	8
1 Leather skin (with water)	7	10
	226	9

Carriage Mule.	lbs.	oz.
1 Saddle, Otago, with iron cradle*	40	12
1 Web wantie		
1 Carriage complete	108	0
1 Box, tin (half round), with 3 lbs. grease	3	8
1 Elevating screw	6	12
1 Rope, drag, or trace, single off	3	0
1 Cover, pack-saddle	6	8
1 Leather skin (water)	7	10
	176	2

* Without stirrup leathers, stirrups, or loading straps.

Wheel Mule.

	lbs.	oz.
1 Saddle, pack, mountain artillery, complete with arms, without wantie, but with one stirrup leather to secure wheels ..	65	0
2 Wheels with linchpins and washers ..	80	0
1 Store box	23	0
1 Cover, pack-saddle	6	8
1 Leather skin (water)	7	10
	182	4

1st, 2nd, 3rd Ammunition Mules.

	lbs.	oz.
1 Saddle, Otago*	32	0
4 Ammunition boxes, 1 common shell filled; 2 shrapnel with primer; 2 case—each	166	0
1 Ammunition box, 2 cartouches, canvas: 21 cartridges, 6 oz.; 10 5″ wood fuzes; 10 10″ wood fuzes; 2 boxes, tin, for fuzes	28	6
1 Cover, pack-saddle	6	8
1 Leather skin (water)	7	10
	240	8

N.B.—No. 1 ammunition mule carried 22 6 oz. cartridges.

4th Ammunition Mule.

	lbs.	oz.
1 Saddle, Otago*	32	0
2 Boxes, packing, 8 common shell each ..	152	0
Entrenching tools..	28	0
1 Leather bucket	3	10
1 Cover, pack-sadddle	6	8
1 Leather skin (water)	7	10
	229	12

Double Shell Mule.

	lbs.	oz.
1 Saddle, Otago*	32	0
2 Boxes D. S. :—4 double shell; five 15″ wood fuzes; 4 cartridges (3 oz.) ..	166	0
1 mortar bed, with side bars	45	0
1 Cover, pack-saddle	6	8
1 Leather skin (water)	7	10
	257	2

Rocket Mule.

	lbs.	oz.
1 Saddle, Otago*	32	0
2 Panniers, leather, 6 rockets on each ..	148	12
1 Rocket machine, 2 cases, leather ..	32	0
1 Wood small store box with friction tubes N.B.—Nos. 2, 3, 4, and 5 do not carry machine or small store box.	7	8
1 Cover, pack-saddle	6	8
1 Leather skin (water)	7	10
	234	6

Miscellaneous Store Mule.

	lbs.	oz.
1 Saddle, Otago*	32	0
2 Boxes near and off	152	0
1 Set entrenching tools, with centre-board	40	0
1 Cover, pack-saddle	6	8
1 Leather skin (water)	7	10
	238	2

Spare Wheel Mule.

	lbs.	oz.
1 Saddle, Otago, with loading straps, &c. .	39	0
4 Wheels in canvas	160	0
3 Shafts	25	14
1 Cover, pack-saddle	6	8
1 Leather skin (water)	7	10
	239	0

Spare Carriage Mule.

	lbs.	oz.
1 Saddle, pack, mountain artillery, without arms	63	0
1 Carriage	108	0
1 Grease box	3	8
1 Cover, pack-saddle	6	8
1 Leather skin (water)	7	10
	188	10

Spare Cradle Mule.

	lbs.	oz.
1 Saddle, pack, mountain artillery, without arms	63	0
1 Small store box on cradle:—1 quadrant in case; 1 spirit-level; 2 guages; 6 wood tangent sights	20	12
1 Cover, pack-saddle	6	8
1 Leather skin (water)	7	10
	97	14

Forge Mule.

	lbs.	oz.
1 Saddle, Otago*	32	0
1 Bellows and hearth	98	8
1 Anvil; 1 block for anvil (35 lbs.); 1 hammer (7 lbs.)	98	0
1 Box, tools, poker, &c.	10	0
1 Cover, pack-saddle	6	8
1 Skin (water)	7	10
	252	10

* Without stirrup leathers, stirrups, or loading straps.

The following were the weights carried by mules of the 1st Reserve:—

		lbs.	oz.
6	Mules, double shell, each	229	2
9	„ „ „	203	2
2	„ Rockets „	223	2
3	„ „ „	245	2
2	„ Shrapnel „	205	2
1	Mule case „	191	2
1	„ Fuzes, &c	185	1

		lbs.	oz.
1	Mule Powder	201	2
5	Mules carried material, the leads varying in weight, 1 mule carrying additional wheeler's tools.		
1	Cloak	per man were carried by the mules of the battery.	
1	Brlanket		
1	Waterpoof sheet		

The experience of the campaign proved that the steel guns more than answered the expectations formed of them. Some improvement might be made in the method of fitting the fore-sight; this was brittle, and being screwed in, was frequently broken off at the neck of the thick screw. A sight block might be turned as a portion of the gun. Experience of the campaign.

The carriages seemed capable of little improvement, but the wheels used with the batteries during the Expedition were not strong enough. Carriages.

Wheels of the Madras pattern were constructed and sent out to Abyssinia, but did not arrive in time to be used. Wheels.

Of the projectiles, the common and double shell were very effective. Projectiles.

The shrapnel had little or no effect beyond 600 yards, though used with success at Arogee on the 10th April; it was quite certain that the present burster frequently failed to break up the case, and that the bullets themselves had but little penetration. Shrapnel.

An improved shrapnel with a burster contained in a tin cylinder had been made for 7-pr. rifled guns (M.L.), but none were received before the division was broken up.

The case shot was useless beyond 150 yards, and with a 6 oz. charge the case often remained entire.

The rockets at all times made capital practice, though after an exposure of seven months the whole of the composition in some cases went off explosively, not, however, detracting from the range of the shell of the rocket, though rendering it comparatively useless. It seems a mistake to fire these projectiles with a high elevation, their range allowing the composition to be expended, in such case, before they reach the object aimed at; they cannot, however, be fired with a smaller elevation than 5°. Rockets.

The fuzes at all times burned with great regularity. Some attempt was made at Ashangi to discover whether they were extinguished on the shell striking the water; it was difficult, however, to submit them to an accurate test. Fuzes.

The ammunition boxes in size and form met every requirement. The fittings of the double shell boxes were heavy. The same fault might be found with the rocket panniers; these projectiles were very well preserved in packing cases. Ammunition boxes.

The packing cases of the reserve, and those in which the battery itself was packed were excellent; their size enabled them to be easily handled, and they were very useful.

The average height of the mules employed with the batteries was about 14 hands; some, however, of the best were very small, procured either from Cyprus or Smyrna.* Those from Italy and Valencia were chiefly of a dark brown colour, while the Gibraltar mules were distinguished by the zebra mark clearly defined along the back and down the shoulders. Mules.

In selection, the chief points attended to were breadth of chest, a full and arched back, large girth, good legs and feet, age about six.

* For reports on the different descriptions of mules, *see* Chapter XXV; and Major Holland's report, Chapter XXVIII.

Many that had been already saddled bore the marks in white patches on their backs. It was found that a short mule about 13·1, possessing the good qualities above noted, is well fitted for mountain artillery; the larger mules break down as soon as the supply of forage is reduced. In comparing the loads put upon animals of this size with those ordinarily carried by pack mules, it must be remembered that the mules of the batteries were subject to hard marching on a short ration from the end of January to the end of May.

The ration at Zula was 8 lbs. beans; hay or chopped straw, 15 lbs. The condition of those of "A" Battery at the conclusion of the Campaign, and the small loss they had sustained, were subject of general remark. The mules of "B" Battery had a larger share of convoy duty before leaving Zula, and more incessant marching to get to the front, while a larger reduction was made in the Native establishment of this battery than in that of "A," so that greater difficulty occurred in procuring grass; hence they could not be compared with those of "A," but were in better condition than the animals of the Land Transport Corps, carrying loads of 150 lbs. only. Mules giving much trouble in saddling were exchanged before the battery left Zula. It was found that the girthing of mules required great care, heavy loads reducing the bulk of the pads and causing the girths to slacken. The girths of the Otago saddle were in general too long.

Establishment.

The Abyssinian Campaign may be considered an exceptional case, in the length of the march the Army was called upon to make, and the very difficult nature of the country traversed. Though an unusually healthy climate did much to lighten the labours of the troops and prevent sickness, yet neither this good fortune, nor immunity from loss in actual fighting could be calculated on, and the whole of the Artillery of the 1st Division ran great risk of becoming ineffective in being much below the requisite strength.

When officers and men are alike called upon to perform the fatiguing duties which fell to the share of the Royal Artillery during the Expedition, the individual exertions of each are doubly valued. The danger to which the credit of the regiment must be exposed on service, so long as batteries are under-manned is apparent. It was found necessary to procure men from the Infantry to lead the battery mules when the difficulties of the road required that every mule should be led separately. Whilst the batteries were being organized at Zula, a proportion of European drivers, volunteers from the 4th K. O. Regiment, were attached to the batteries, receiving gunners' pay; these men did excellent service, and, from the first, took up their new work with admirable spirit. The European drivers attached were armed with the Snider carbine, with which also all the gunners of the battery were provided; this proved in no way inconvenient during the work of mounting and dismounting the guns or of working them in action.

Volunteers from 4th K. O. Regiment

Establishment.

A comparison of the establishment with which "B" Battery left Adigrat on the 8th of March with that of the Mountain Battery of 5/25th R.A. despatched from Bengal for service, will serve as a guide in deciding how many men, &c., are required for a battery of mountain guns. The establishment of "A" Battery on leaving Antalo, differed little from that of "B" except in the number of Native muleteers (grasscutters).

Establishment of "B" Battery 5/21st R.A., 8th March, 1868.

1 Captain.
4 Subalterns.
1 Assistant-Surgeon.
2 Staff Serjeants.
6 Serjeants (including 1 Armourer Serjeant, 1 Conductor of Stores).
68 Rank and file, and artificers.
29 European drivers, 4th K. O.
26 Muleteers (Native).
6 Store Lascars.
2 Cooks.
4 Bhesties.

Hospital Establishment.

1 Bhestie.
1 Dhobi.
1 Wardboy.
1 Sweeper.
6 Dhooly-bearers.
9 Officers' grasscutters.

23 men of the 4th K. O. Regiment attached, were available for baggage guards, &c.

Baggage Animals.

	Mules.
6 Officers' baggage	3
„ mess	1
Baggage of 130 European soldiers	22
„ 38 Natives	4
Tents	8
Hospital	3
Carriage for sick	3
Rations for immediate use	5
Cooking pots and stores	1
Snider ammunition	5
Meat	1
	—
	56
Grain (3,000 lbs.)	24
	—
	80

Battery Establishment.

Officers' horses	9
Ponies	5
Mules	110

One muleteer was provided with every three baggage mules.
At Dildee, the baggage animals were reduced to—

	Mules.
Carrying rations for 15 days	35
Snider ammunition	5
Cooking pots	3
Carriage for sick	3
Hospital	3
	—
	47

Establishment of 5/25th R.A. (7-pr. "B" Mountain Guns).

Two Captains, four Subalterns, two Assistant-Surgeons, one Apothecary, one Steward.

Non-commissioned officers, rank and file	137
Native drivers	193
Lascars	13
Native artificers	4
Public followers, grasscutters, bhesties, sweepers, &c.	123

	Mules.
Battery	252
Officers' baggage	13
	Horses.
Battery	4
Officers'	16

This battery landed with a full establishment, and the reduction of baggage ordered would of course have curtailed the above numbers had the battery proceeded to the front.

Before 5/25th R.A. embarked at Calcutta, it was intended to furnish a detachment of 28 gunners for the mortars to be carried with the Force, and this number of men had been added to the original strength.

Kit of each gunner.

The following is a detail of the kit of each gunner, 25 lbs. per man, on the second reduction of baggage :—

1 Suit khakee.	1 Pair cloth trowsers.
2 Pair socks.	1 Forage cap.
2 Towels.	1 Pair long boots.
2 Flannel shirts.	2 Cholera belts.
1 Comb and brush.	1 Serge tunic.
1 Sponge.	1 Black bag (between 2 men).
1 Cloth jacket.	

Carried on Battery mule.

1 Greatcoat.	1 Blanket.
1 Waterproof sheet.	1 Canteen.

In wear.

1 Pair khakee trowsers.	1 Pair boots (Cossacks).
1 Khakee coat.	1 Pair gaiters.
1 Helmet.	1 Cholera belt.
1 Flannel shirt.	1 Knife, fork, and spoon } in havresack.
1 Pair socks.	1 Pocket knife }
1 Pair braces.	1 Soda-water bottle.
1 Bible and Prayer Book } between	1 Skin, water (filled) } between 4 men.
1 Cloth brush } 4 men.	1 Saleetahs }

Range tables.

The following range-tables were drawn up by Lieutenant Nolan for practice with double shell :—

Charge, 3 oz.			Charge, 2 ozs.	
Range.	Elev.	T. of flight.	Range.	Elev.
yards.	′	″	yards.	° ′
100	1 26	..	100	2 0
200	2 50	..	200	4 17
300	4 46	2·2	300	7 20
400	7 12	3·1	400	10 42
500	9 42	4	500	14 0
600	12 14	4·9	600	17 20
700	14 50	5·9	700	21 13
800	17 40	6·3	800	27 0
900	20 33	7·6	820	34 0
1,000	25 30	8·9	..	..
1,100	29 45	10	..	..
1,160	34 0	12	..	..
1,200	36 58	14	..	..

Organization of the Naval Brigade.

At Bombay, on the 30th September, Commodore Heath offered a Naval Rocket Brigade from the squadron for service in Abyssinia. This offer was accepted. The brigade consisted of 93 men, and was divided into two batteries, each of which was equipped with six 12-pounder tubes, and had 150 rounds per tube, including reserve. A Naval Small-Arm Brigade, under the command of Captain Colin Campbell, R.N., was afterwards landed for the defence of Senafè, but was not sent up to the high-

lands, in consequence of the arrival of Her Majesty's 26th Regiment (Cameronians) from India. The following stores were issued to the Naval Brigade at Bombay :—

Its stores.

100 Helmets, with two covers and pugree each, 100 gaiters, 200 blankets, 100 waterproof sheets, 200 pairs ankle boots, 200 towels, 100 water bottles, 17 tents, 10 camp kettles, with covers, 10 baking dishes, and 10 tea strainers.

Landing.

The Naval Rocket Brigade was landed at Zula on the 25th January, when the work of drilling the men was at once taken in hand. The men rapidly acquired a knowledge of the drill, and the management of mules, and the brigade left Zula for the front on the 29th February. It consisted of two batteries of 6-pounder Hale's rockets. Each battery consisted of 6 tubes. The establishment of the brigade was—

Establishment.

7 Officers, and 93 petty officers and seamen,—Europeans.
2 Farriers,—natives of India.
3 Water-carriers, ditto.
6 Bearers for sick, ditto.
1 Sweeper for hospital, ditto.
13 Grass-cutters.
27 Muleteers.
88 Mules for batteries.
54 Ditto for baggage and provisions. (This number was reduced or increased according to the number of days' provisions carried.)
11 Officers' horses.
3 Bullocks for carrying water.

Officers.

The officers were—

1 Commander, in command of brigade.
2 Lieutenants, in command of batteries.
1 Sub-Lieutenant.
1 Midshipman.
1 Assistant Surgeon.
1 Assistant Paymaster.

Arms.

The men were each armed with a rifle and sword bayonet, or revolver and sword bayonet.

The men at the tube had no rifles, as they were found to be inconvenient when they were laying the tubes.

Battery mules.

There were 24 battery mules, 12 of which carried two boxes of rockets and the tubes, and 12 two boxes with spare rockets. The remainder of the 88 carried reserve ammunition.

The brigade started from Zula with 1,000 rockets. All the mules connected with the batteries had the Otago saddle.

Dress of men.

The dress of the men was the ordinary blue serge frock and trowsers, a white helmet with cover, boots and gaiters.

Political aspect.

The political aspect of affairs in Abyssinia, on the arrival of the Head-Quarters of the Expedition in Annesley Bay, may be sketched as follows :—

Prestige of Theodore.

The "Emperor Theodorus" was no longer an Emperor, excepting in name. The only spots where he possessed authority were in his own camp, which was *en route* from Debra Tabor to Magdāla ; and in Magdāla itself, which was held on his behoof by certain chiefs still attached to his fortunes.

Nevertheless, the prestige engendered by his career of conquest and bloodshed seemed to have survived his actual power in a remarkable degree. The people of Abyssinia were said to tremble at his name, and chiefs at the head of powerful armies to retreat on the rumour of his approach. The number of fighting men with him in his camp was variously stated as from 3,000 to 8,000. His march was encumbered with four large cannon, two mortars, and 14 wagons of ammunition. All these were dragged by his soldiers, and caused great trouble and delay. It was by reason of them that his march had been so prolonged. It was impossible to say when he might succeed in transporting them to Magdāla. By abandoning them and proceeding alone, or with a light force, towards Magdāla, he might at any time reach his fastness there in four or five days. A portion of the Europeans were with Theodore in his camp. The remainder, including both Consul Cameron and Mr. Rassam, were in Magdāla.

Latest news from Debra Tabor.

Letters had been received from the former party as recent as the 3rd of December. On that date, Mr. Flad, one of their number, wrote that the camp had reached Wadela, and that Theodore was "in a fearful rage." The cause of his anger was not specified. His followers were suffering severe privations from want of food.

From Magdala.

The latest tidings from the body of Europeans in Magdāla were contained in a letter from Mr. Rassam to General Merewether, dated the 23rd December. Both these letters were received at Head-Quarters on the 15th January.

The Princes among whom the late empire of Theodore had now become partitioned were,—Kassai, of Tigré; Wagshum Gobaze, of Lasta; Menelek, of Shoa; the Prince of Gojam*; and Tissu Gobaze, of Northern Abyssinia.

In addition to these, there were the Wollo Galla tribe, around Magdāla, Muhammedans, who were ruled by a Queen, residing at Lugot, and other Wollo Galla states.†

Negotiations with Prince Kassai.

The Prince with whom it became necessary for Sir Robert Napier, first of all, to enter into friendly communications, was Kassai, the ruler of Tigré. Senafè is situated in the country of that chief. He had already placed himself in correspondence with the Advanced Brigade of the Expedition, by despatching to Senafè a confidential messenger bearing a letter. The messenger's name was Murcha Worki, a respectable Abyssinian, who had at one time studied and acquired the English language in Bombay. In the letter in question, Kassai put forward pretensions to be not merely the ruler of Tigré, which he actually was, but the "Head of the Chiefs of Ethiopia," which Theodore was when in his zenith. This was an indication of the need there was for vigilance at the very commencement of intercourse with the Abyssinian chiefs, lest any of them should be encouraged to hope for help at the hands of the British in advancing such pretensions as all of them were apt to assume.

Mission to Prince Kassai.

Sir Robert Napier availed himself of the services of Major Grant, C.B., the well-known African traveller, who was present on the Staff of the Force, for the duty of proceeding to the camp of Prince Kassai at Adoa, distant about 80 miles from our post at Senafè. Major Grant started for Adoa on the 21st January, and rejoined the Head-Quarters at Adigrat.‡

Wagshum Gobaze and Menelek.

The more important native Princes whose good will, in addition to that of Prince Kassai, it was necessary to secure, were Wagshum Gobaze, the ruler of Lasta, and Menelek, the ruler of Shoa. Both of those were hearty enemies of Theodore; but

* The ruler was dead, and the succession was being disputed.

† The Wollo Gallas form about 10 states, one of them, Woro Haimano, appears to be governed by Queen Mastiat.—[Ed.]

‡ *See* Chapter XI, page 391, for the result of this mission.

not all their hatred sufficed to give either of them courage to attack the common enemy, even in his comparatively weakened condition. Menelek had advanced recently with his army to within sight of Magdāla, and was supposed by our countrymen and others within to be on the point of assaulting the place; but his movements proved at empty menace. He disappeared with his army without having made any attempt against the fortress. What communications passed between him and Mr. Rassam were of a sufficiently friendly nature. He sent the latter a message that, though obliged temporarily to retire through want of provisions, he would return shortly and invest Magdāla in earnest.

Wagshum Gobaze also showed every disposition to enter into friendly communication. A letter had been lately addressed by him to Colonel Merewether, and was replied to by Sir Robert Napier.

There thus seemed a possibility of the operations assuming, to a considerable extent, the character of a peaceful progress through friendly countries; but it would have been dangerous to reckon too confidently on this happy issue. Where so many conflicting interests were involved, and where many sinister influences might be at work, it was necessary to be prepared for affairs assuming at any time the most unlooked for posture. Wagshum Gobaze was supposed to be able to take the field at the head of 30,000 armed men. 30,000 Cavalry and 20,000 Infantry had been mustered at a time under the standard of Menelek. Such soldiery as theirs might indeed be little formidable when opposed in regular warfare to British troops; but it has been experienced before now what a serious matter a guerilla warfare is apt to prove when waged by tribes somewhat similar to those of Abyssinia. The display of our resources witnessed at Zula gave doubtless a great assistance to those friendly communications which were now commencing. When Murcha Workee was in camp, Sir Robert Napier took care that he should be introduced as much as possible to our military strength. He saw our mountain guns making excellent practice; he also visited the shipping in the harbour, including, as that did, Her Majesty's steam frigate "Octavia." The report of our preparations that he carried back to Tigré perhaps did us service.

Strength of the armies of Wagshum Gobaze and Menelek.

The Governor of Massowah, Hussein Beg, having failed to act in the cordial manner directed by the Viceroy of Egypt, a formal complaint, against him, with a request that he might be changed to some other place, another being sent in his stead, who would work more harmoniously, was made on the 21st January, to his Excellency Abdul Kadir Pasha, who had been deputed by His Highness to see that every assistance should be rendered to the Army. His Excellency replied that he would forward the complaint at once to the Viceroy, and on the 10th March informed Sir Robert Napier that His Highness had removed Hussein Beg, and appointed a new Governor.

Removal of the Governor of Massowah.

Before Sir Robert Napier left Zula, Abdul Kadir Pasha invited him to an entertainment on board the Egyptian frigate "Ibrahamerah," with all the Chief Officers and Heads of Departments of the Force, and the Officers of the Prussian and Italian Armies who were there. This invitation was accepted.

Before leaving Bombay, Sir Robert Napier had represented to the Bombay Government, with reference to the arrangements for the supply of horses to replace casualties in the 3rd Cavalry, that the sum of 200 rupees allowed for horses dying on service would by no means suffice to replace the casualties by the epidemic which had attacked the horses of this regiment, and that if it was expected to meet such losses, the Horse Fund would be entirely absorbed, and in fact ruined.

Cost of Remounts for Silladar Cavalry.

Up to the latest accounts then received, the regiment had lost about 70 horses; and as the sum paid in the 3rd Cavalry for remounts averaged upwards of 300 rupees each,

these casualties, after deducting the sum allowed by Government, would occasion an outlay of about 10,000 rupees from the Horse Fund, as horses fitted for the Light Cavalry could not be procured in the Bombay market under 350 rupees each.

Under these circumstances, Sir Robert Napier was of opinion that it would be necessary for Government to supply the regiment with horses to replace those which might die in Abyssinia; the monthly subscriptions to the Horse Fund, of those Sowars who might be provided with horses on these conditions, being credited to Government until the return of the regiment to India. He accordingly proposed that the Officer Commanding the Depôt 3rd Cavalry, in conjunction with the Inspecting Veterinary Surgeon, be authorized to purchase 200 remounts at the average price, to be sent to Abyssinia for the purpose of remounting the 3rd Cavalry and Sind Horse; the horses being shipped for Abyssinia from time to time to replace casualties as reported.

Sir Robert Napier added that, as the demand for horses on account of the Abyssinian Expedition might possibly be very great, it appeared to him desirable and expedient to re-establish a remount agency at Bombay, for the purchase of horses for all the mounted branches of the Service.

Remount agency in Bombay.

On this recommendation the Bombay Government directed that advances should be made for the purchase of horses for the Silladar Cavalry in Abyssinia, on the understanding that when the extent of the extraordinary mortality should be known, a settlement was to be made by which the regiment would repay to Government such portion of the cost as it should reasonably bear. A remount agency was organized in Bombay, and Lieut.-Colonel R. B. Moore, of the Bombay Cavalry, was appointed remount agent, with the following establishment:—

	Rs.	
1 Writer	70	per mensem.
2 Peons, at 10 rupees each	20	,,
1 Muccadum of Syces	15	,,
4 Syces, to act as Muccadums when required, at 12 rupees each	48	,,
Total	153	,,

Purchase of remounts in Egypt.

In the meantime, Captain Arbuthnot, of the 14th Hussars, one of the Aides-de-Camp attached to Sir Robert Napier's Staff, was sent to Egypt to purchase remounts for the Cavalry in Abyssinia; and this officer telegraphed on the 28th January, to the Bombay Government, that 200 Arabs could be got in Egypt in three weeks at an average price of 25*l.* each, and that they were good remounts for Cavalry, but rather undersized for Artillery, being only adapted for very light guns.

On this, the Bombay Government requested him to purchase 70 horses, and to despatch them to Abyssinia through the Commissariat Officer at Suez.

It was understood that these, with the purchases made in Bombay, would complete about 200 for the Native Cavalry; and the Bombay Government considered that it would be well to await further advices from Abyssinia before purchasing more of that class in Bombay, and that it might be preferable to obtain all further supplies for the Native Cavalry from Egypt. Lieut.-Colonel Moore was accordingly directed to purchase for Artillery and Dragoons only.

A full description of the working of the Commissariat Department in Africa during the month of January has been given in Chapter VIII.

PILE PIER, ZŪLA

PLAN

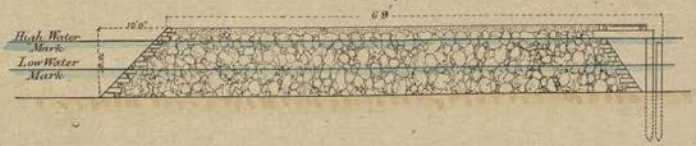
ELEVATION

Scale for Plan and Elevation

Feet 200 50 0 100 200 300 400 500 Feet

Section on **A. B.**

Section on **E. F.**



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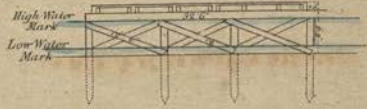

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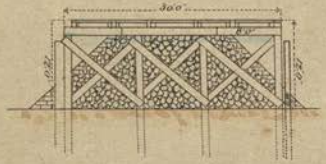
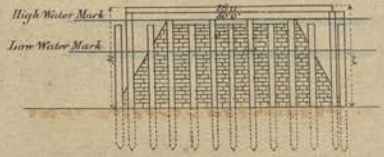
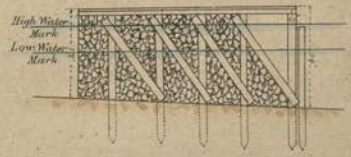


End Elevation



Section on **K. L.**



Scale for Sections

Feet 10 0 10 20 30 40 50 Feet

Lith. at the TOPO DEPOT of the WAR OFFICE
COL. SIR H. JAMES, R.E. DIRECTOR

The following statement shows in detail the Engineering Operations from the commencement, in October 1867, up to the 31st January, 1868 :—*

Engineering operations from October to 31st January.

No. of Work	Name of work and locality.	Description.	Remarks.
	ZULA.		
	Annesley Bay.		
1	Stone Pier	Length .. 936 feet Breadth at head .. 92 „ General breadth .. 27 „ Depth at head at low water springs .. 6 „ Protected by pile fenders and wooden coping .. 432 running feet.	The whole pier was built of dry rubble, brought from the opposite side of Annesley Bay. The increased breadth at the head was built for a 200 gallon per diem condenser, which had been erected and was working successfully. (*See* plan, page .)
2	Pile Pier	Length of solid portion of pier .. .. 389 ft. Breadth of ditto .. 28 „ Length of piling and platform completed . 250 „ Breadth of ditto .. 30 „ Dimensions of artificial island, built of stone, to which the pier was carried, 90 by 35 ft. Depth of water at Pile Island, low water springs, 4 ft.	The pile pier was to be carried 50 feet beyond the stone island, and was nearly finished, as regarded the pile-driving, by the end of January. (*See* plan, page .) The stone island had been carefully retained by stone walling all round.
3	Condenser Island ..	An artificial island built for condenser, one 4,000 gallons per diem. Condenser erected and working. Island completed portion, 88 ft. by 45 ft.	This island had been erected about 700 feet from the shore to give the condenser a supply of clean sea water.
4	Water Shoot ..	A water shoot 168 ins. in section, had been erected between condenser island and the water tanks on shore. Length of shoot, 770 ft.	
5	Sea Wall and Embankment	Running feet of dry sea wall, 1,164. Average section, 4 by 3½ ft. Embankment, 1,974 running ft.	This sea-wall and embankment were constructed to keep out high tides from the beach, and in order to shorten the length of the piers.
6	Reclamation	Square yards, 16,000. Containing in earthwork, 8,000 cubic yards.	

* Commanding Engineer's return. Further particulars regarding Engineering operations will be found in Chapter XXXIII.

Engineering Operations—*continued.*

No. of Work.	Name of work and locality.	Description.	Remarks.
7	Sheds	1 shed .. 120 by 20 ft. 1 „ .. 300 „ 20 „ 1 „ .. 300 „ 20 „ 1 „ .. 250 „ 20 „ 1 „ .. 28 „ 13 „ 1 „ .. 28 „ 13 „ 1 „ .. 15 „ 15 „ 1 „ .. 35 „ 24 „ 1 „ .. 30 „ 13 „ 1 „ .. 100 „ 24 „ 8 „ .. 120 „ 20 „	Commissariat, planked roof and walls. Ditto ditto walls opened. Ditto corrugated iron roof, ditto Ditto roof complete. Post office, planked roof and walls. Engineer shed, ditto. Condenser island, ditto. Over condenser on pier, ditto, sides open Water sheds, *ditto.* Aden materials, posts and matting. Ditto ditto
	Railway.		
8	Zula to Kumayli ..	Semi-permanent line 30 and 40 lb. rails, wooden sleepers, 3 feet apart, centre to centre, dog spiked, line drained and bridged, gradient easy. Length of line, 12 miles. Line completed, 2 miles 1,360 yards. Also completed. Commissariat line .. 867 yds. Siding near pier .. 100 „ Siding at pier head 93 „ 1,060 „	The plant received differed very much *in size* of rails, bolts, description of fish plates, and chairs, rails with same pattern chairs, different depth. The Kurrachee rails were said to be very crooked and unequal in length. To work this plant properly necessitated landing and stacking prior to plate-laying. Inconvenience was felt in the difficulty of feeding the line, which absorbed daily as much plant of one description as could be discharged from the shipping; sorting of course could not be done on board. (*See* plan, page .)
		1 girder bridge of three waterways of 20 ft. span, had been constructed. 1 girder bridge of two waterways. Numerous drains of timber.	Over branch of Hadas River. (*See* sketch, page .
		Two locomotives landed, one in use daily for 15 hours.	The railway was commenced by the Sappers and continued by the Punjaub Pioneers. The Army Works Corps, which had lately arrived, had assisted the Punjaub Pioneers. Four trains of plant were required daily to feed the line. An immense quantity of Commissariat and Transport Train stores had been conveyed to the depôts by the trains. The baggage of all troops landed was carried up by trains to the level crossing near camp.

Engineering Operations—*continued.*

No. of Work.	Name of work and locality.	Description.	Remarks.
	Clearing and Constructing Roads.	*Portions.* Miles.	
9	Road from Zula to Senafè, 63 miles	1st. Zula to the foot of the hills at Kumayli .. 12 2nd. Kumayli to Lower Suru .. .. .. $10\frac{1}{3}$ 3rd. Suru Defile .. .. $3\frac{1}{2}$ 4th. Upper Suru to Undul $12\frac{2}{3}$ 5th. Undul to Lower Rahaguddy .. .. .. 17 6th. Rahaguddy Defile.. 1 7th. To foot of Senafè Ghât .. .. .. 3 8th. Senafè Ghât .. $1\frac{1}{2}$ 9th. Top of Ghât to Senafè $1\frac{1}{2}$ $62\frac{2}{3}$	1st portion cleared of baubul jungle, and stone slopes cut into nullahs. 2nd portion cleared by 10th Native Infantry and K Company of Madras Sappers. 3rd. The building of this portion of the road had taken, at first, one company—No. 1 Company from 3rd of November to end of January 1863, and, afterwards, two companies of Bombay Sappers, assisted latterly by two companies of the Belooch Regiment. The defile was blocked up by large masses of rock of a very hard description. On the 3rd of December the pass was made practicable for mule carriage, at the end of January for wheel traffic. All four companies of the Bombay Sappers had been engaged on it. 4th portion cleared by a company of the Marine Battalion, and Shohos, and by the Beloochees and Sappers. 5th portion cleared by the Marine Battalion and the Beloochees. 6th, 7th, and 8th portions. The defile road and ghât had been built by the 1st, 3rd, and 4th Companies of the Bombay Sappers, assisted by the Beloochees and 10th Native Infantry. 9th portion cleared by No. 1 Company of Bombay Sappers. The Senafè Ghât was steep, mostly 1 in 10. A cart road of easier gradient would, with the means available, have taken too long in construction. The Suru Defile and Senafè Ghât were both completed at the same time.
10	Senafè to Adigrat ..	Miles. 1. Senafè to Guna Guna $12\frac{1}{4}$ 2. Guna Guna to Mai Masrab .. .. $7\frac{3}{4}$ 3. Mai Masrab to Adigrat $17\frac{1}{4}$ $37\frac{1}{4}$	This work had been cleared bythe line working parties of 33rd Regiment, 10th Native Infantry, and Punjaub Pioneers, under their own officers. Lieut. Jopp, R.E., superintending the Kharsaba Ghât with 3rd Company of Royal Engineers, Sappers and Miners and Punjabees also looking to the road generally.
	ZULA.		
	Water Supply.		
	Wells in the Hadas River	About 70 wells had been dug, varying 13 feet in depth.	After rain the water in some of these wells improved in quality. A large number of camp followers and people in the bazar obtained water from the wells. The old wells supplied the village of Zula, 3 miles away.

Engineering Operations—*continued*

No. of Work.	Name of work and locality.	Description.	Remarks.
	Kumayli	1 Bastier's 2½-inch chain pump, set up in 1 well. 6 Norton's tube pumps, set up in 5 wells, dug 17 feet. 3 Dip, 8 wells dug. 1 new well for second Bastier's complete. And fire engine fixed in position.	A well 45 feet deep, dug by the 23rd Punjabees, on the line of railway, about 4½ miles from Zula, had given a supply not diminished by the amount taken from it by a môte of 8 gallons per minute; other wells similar were being dug, and the supply obtained wa utilized for railway purposes. 6,000 gallons per hour was the delivery of the pumps at Kumayli on the 31st January, when 5,000 animals were at times watered daily, taking two hours, morning and evening. General surface level of water had not fallen.
	Suru	101 running feet troughs for mules. 53 ditto for camels. Water on the surface. Tanks had been built and casks fixed for animals drinking. Wall barriers erected for preserving waterworks.	Wells were being protected by walls. The conveyance of material to give these results entailed an amount of labour which enhanced the value of work done. Water stored and a separate tank for the use of the Shohos, the supply was ample.
	Undul Wells	1 Bastier 2½-inch, set up in well 27 feet in depth.	One well was being excavated, with a view to its being built from the bottom with stone; and a third well had had rock blasted from its bottom, and water has just been reached. Drinking troughs had been erected. Lime collected, kiln built, and lime burnt.

PLAN OF ZŪLA & KUMAYLI RAILWAY.

Lith. at the TOPL DEPOT of the WAR OFFICE
COL. SIR H. JAMES, R.E. DIRECTOR

CHAPTER XI.

OPERATIONS FROM THE END OF JANUARY TO THE 18TH OF FEBRUARY.

Lieut.-Col. Phayre appointed to reconnoitring duty.

On the 19th of January, Lieutenant-Colonel Phayre, Deputy Quartermaster-General of the Force, had obtained the permission of Sir Robert Napier to deliver over his duties in charge of the Quartermaster-General's Department to Captain Holland, his assistant at Head-quarters, and proceeded in advance of the force on reconnoitring duty. On the 27th of January he left Senafè for Adigrat. A detachment of the Sind Horse was at this time located at Guna-guna, and at Mai Masrab were two companies of the 33rd Regiment and two companies of the 10th Native Infantry, engaged in clearing the road. The head-quarter wing Sind Horse, under Major Briggs, was then halted at Focada, waiting for provisions for the men, to enable them to move to Adigrat.

Encampment and supplies at Adigrat.

A site for an encampment and depôt at Adigrat was now selected. The supply of grass at this station was scanty. There were two or three small valleys near with a moderate supply on the Antalo Road; and at five miles from Adigrat towards Antalo was a valley tolerably well supplied, but a good many cattle fed on it. The grass was reported as very coarse, and inferior to that between Mai Masrab and Focada. Some supplies of grain, wheat, firewood, coarse flour, and sheep, were purchased at this time, and a few mules were also obtained, but the resources of the country around Adigrat did not appear sufficient for the requirements of even such a small garrison as that located there.

State of affairs at Zula.

When Sir Robert Napier arrived on the 3rd January at Annesley Bay, matters were, as stated in the preceding chapter, in such a state as to preclude all possibility of an immediate advance. The troops encamped at Zula were all employed in working parties. High tides threatened to flood the Commissariat stores, and every exertion was required to construct dykes for their safety, and to prevent the inroad of the sea. The supply of water at Zula depended upon working parties continually pumping and landing water condensed by the shipping. The railway demanded the daily employment of a large number of men. The Commissariat supplies at Zula, and on board the shipping in harbour were limited, and large working parties were required to discharge the latter as quickly as possible. The state of the Transport Train, owing to the epidemic among the animals, and the long marches to the highlands without a proper supply of water, was so unsatisfactory, that the Commander-in-Chief had to despatch an officer of his personal staff, with an officer of the Land Transport Train, to personally investigate the condition and the working of the Train at every station between Zula and Senafè. The report of these officers, which has been

given in detail in the preceding chapter, showed that the Train had, through the above-mentioned causes, dwindled down to 5,018 mules and ponies, and 1,839 camels. For the latter at this time the road was practicable no further than Kumayli. It thus became necessary that the Commander-in-Chief should turn his almost undivided attention to the improvement of the Transport Train, and the despatch of supplies for Senafè from Zula. It was at Zula only that these arrangements could be made, and until the 25th January their supervision and the state of the port of debarkation itself, required his constant attention, and demanded his continual presence on the coast.

Nor could, during the same period, large bodies of troops be moved up from Zula to the highlands, for those that were at Zula were required for the daily working parties, and even if they had not been, there would not have been the means of feeding them at Senafè, and their movement to the front would have monopolized the transport so urgently required to feed the garrison of Senafè. At the latter place, on the 3rd January, there were some 1,300 sabres and bayonets and four guns, with nearly 2,000 followers, living from hand to mouth. The Transport Train could hardly deliver daily sufficient for their daily consumption. Several ship-loads of mules and ponies and some camels, however, arrived at Zula early in January, and the number of Transport Train animals in Abyssinia on the 10th of that month was as follows :—

Strength and employment of Land Transport on the 10th January.

Animals.	Total.	Animals.	Total.
Elephants	19	Ponies	752
Camels	1,853	Draught Bullocks	250
Mules	7,169	Pack Bullocks	962

The following statement shows how these animals were employed on the same date, :—

At Senafè—		
Total number of mules		2,185
Working for Commissariat	500	
Collecting forage and unemployed	1,096	
Sick	589	
		2,185
Total number of Ponies		357
Working for Commissariat	342	
Collecting forage and unemployed	9	
Sick	6	
		357
At Rahagedi—		
Total number of mules		866
Working for Commissariat	300	
Collecting forage and unemployed	566	
		866
Total number of ponies		71
Collecting forage and unemployed	71	
		71
At Upper Suru—		
Total number of mules		750
Collecting forage and unemployed	647	
Sick	103	
		750

At Upper Suru—*continued.*		
Total number of ponies		48
Collecting forage and unemployed	48	48
Total number of camels		722
Working for Commissariat between Kumayli and Rahaguddy	710	
Sick	12	
		722
Total number of pack bullocks		630
Working for Commissariat	603	
Sick	27	
		630
At Kumayli—		
Total number of camels		679
Working for Commissariat	640	
Sick	39	
		679
Total number of mules		600
Working for Commissariat	600	
		600
At Hadoda—		
Total number ef Sick camels		342
At Zula—		
Total number of elephants employed for camp work		19
Total number of camels equipping and sick		55
Total number of mules		629
Working for Commissariat	200	
Camp purposes and equipping	440	
Sick	29	
		629
Total number of Ponies		239
Working for camp	39	
Equipping for Commissariat	200	
		239
Total number of pack bullocks equipping for Puckauls		322
Carts used for camp purposes and sending out stores to Kumayli		185

More troops could not be brought quickly to Annesley Bay. The apprehension of disease among Europeans on the coast, and the impossibility of at once marching all disembarked troops to Senafè, caused some regiments to be delayed in their departure from India. These apprehensions, founded on the information of every traveller, were fortunately not realised, but slight symptoms of diarrhœa made the Commander-in-Chief apprehensive that it might be dangerous to crowd many troops together on the waterless plain of Zula. Other reasons also prevented the rapid bringing forward of troops to Annesley Bay. The Commissariat stores for six months, which had been required by the Commander-in-Chief in September, only reached Annesley Bay about the same time as himself. Their debarkation required time. The supply of water was also scanty, and often precarious; the breaking of the valve of a pump, or a slight accident to the delicate machinery of a condenser, at once limited the supply of water, and, placed men and animals on half rations of that absolute necessity.

Strength and disposition of the Force on the 10th January.

The following Return, framed by the Assistant Quartermaster-General at headquarters shows the distribution of the troops composing the Force on the 10th January:—

ROYAL ARTILLERY.

Stations.	Detail.	Number of Batteries.	Officers present.	Non-Commissioned Officers, Trumpeters, Gunners and Drivers.				Mules.	Horses.	Number of Guns.
				Present.	Sick.	Absent.	Total.	Exclusive of Officers' Chargers.		
Zula	3rd Battery 21st Brigade Royal Artillery	1	7	126	1	..	127	121	..	6
	5th Battery 21st Brigade Royal Artillery	1	7	86	2	..	88	110	..	6
	1 Company Native Artillery	..	..	4	..	..	4	..	..	..
Kumayli	G Battery 14th Brigade Detachment, with guns and wagons	1	4	48	..	..	48	..	..	6
Senafè	G Battery 14th Brigade Detachment	..	2	47	1	..	48	..	122	..
	1 Company Native Artillery, with Mountain Train	1	4	81	5	..	86	52	..	4
	Total	4	24	392	9	..	401	283	122	22

CAVALRY.

Stations.	Detail.	British.							Native.						
		Number of Troops.	Officers present.	Non-Commissioned Officers, Trumpeters, and Rank and File.				Horses, exclusive of Officers chargers.	Number of Troops.	Officers present.	Commissioned, Non-Commissioned Officers, Trumpeters, and Rank and File.				Horses, exclusive of Officers' chargers.
				Present.	Sick.	Absent.	Total.				Present.	Sick.	Absent.	Total.	
Zula	3rd Sind Horse	..	..	..	..	..	..	..	3	2	160	14	..	174	162
	3rd Light Cavalry	..	..	..	..	..	..	..	..	..	11	..	..	11	..
Senafè	3rd Light Cavalry	..	..	..	..	..	..	..	..	9	369	28	..	397	279
	3rd Sind Horse	..	..	..	..	..	..	..	..	1	41	4	..	45	45
Hadoda and Wiah outposts	3rd Light Cavalry, dismounted men	..	..	..	..	..	..	..	..	..	47	..	..	47	..
		..	..	..	..	..	..	..	9	12	628	46	..	674	486

INFANTRY.

Stations.	Detail.	British.						Native.					
		Number of Companies.	Officers present.	Non-Commissioned Officers, Drummers, and Rank and File.				Number of Companies.	Officers present.	Commissioned, Non-Commissioned, Officers, Drummers, and Rank and File.			
				Present.	Sick.	Absent.	Total.			Present.	Sick.	Absent.	Total.
Zula	4th King's Own	10	30	611	40	84	735	..	..	..	..	..	..
	3rd Native Infantry	..	..	..	..	..	..	8	11	666	12	12	710
	23rd Punjaub Infantry (Pioneers)	..	..	..	..	..	..	7	9	647	..	..	647
	25th Native Infantry	..	..	..	..	..	..	8	9	609	29	65	703
	G and H Companies Madras Sappers and Miners	..	..	..	..	..	..	2	8	244	10	..	254
Kumayli	23rd Punjaub (Pioneers)	..	..	..	..	..	..	1	1	96	..	..	96
	2nd Company Sappers and Miners	..	..	..	..	..	..	1	1	117	..	..	117
	27th Regiment (Beloochees)	..	..	..	..	..	..	5	5	433	16	..	449
Upper Suru	4th Company Sappers	..	..	..	..	..	..	1	1	121	1	..	122
Mayan or Undul Wells	10th Company Royal Engineers	..	..	21	..	..	21	..	..	..	..	..	..
	K Company, Sappers, Madras	..	..	..	..	..	..	1	4	126	..	..	126
	21st Regiment Bombay Native Infantry	..	..	..	..	..	..	1	1	89	..	..	89
Rahagedi	1st Company Sappers	..	..	..	..	..	..	1	1	105	1	..	106
	3rd " "	..	..	..	..	..	..	1	1	120	..	..	120
	10th Native Infantry	..	..	..	..	..	..	1	..	66	..	..	66
	27th " " "	..	..	..	..	..	..	3	3	253	..	..	253
Senafé	10th Company Royal Engineers	1	4	57	6	1	64	..	..	..	..	..	..
	33rd Foot	6	17	448	22	..	467	..	..	..	..	..	..
	10th Native Infantry	..	..	..	..	..	..	7	9	588	38	5	631
Moving in the District	33rd Foot	4	13	353	5	..	358	..	..	..	..	..	..
	Total	21	64	1,487	73	85	1,645	48	65	4,280	127	82	4,489

Abstract

Officers	175
British Non-Commissioned Officers and Rank and File	1,960
Native Commissioned " "	5,249
Horses	603
Artillery Mules	283

Percentage of Sick .. British — Artillery .. 1·27; Cavalry .. ..; Infantry .. 4·43; Natives .. 3·41

Deaths .. — Artillery .. ..; Cavalry .. ..; Infantry .. 3; Natives .. 5 — British.

NOTE.—The men marked "absent" were on different duties detached from their regiments.

On the 25th January a melancholy event occurred, by which the 33rd Regiment lost their commanding officer, Colonel Dunn, V.C., who died at Senafè, from the effect of a deplorable accident while shooting.

Arrival of Sir R. Napier at Senafè.

On the 25th January, Sir Robert Napier left the sea-coast, and after minutely inspecting all the stations in the pass, arrived at Senafè on the 29th. At the time he left Zula, friendly relations had been opened with Kassai, the ruler of Tigre, and arrangements had been entered into with that Prince for the supply of provisions to the Army during its passage through his dominions. An agreement had also been made with 14 chieftains of tribes inhabiting the pass through the mountains, not only to allow of the free passage of convoys through their fastnesses, but to carry on native cattle some of the supplies required by the troops from the plains to the table-land. Naval officers had been appointed to act as pilots for vessels through the intricate channels which lead to Annesley Bay.* The railway gear had arrived from Bombay, but was inconveniently packed in the vessels which conveyed it, and required much time to deliver. Messages were sent to the chiefs of the Daont and Talanta tribe to cut Theodore off from Magdāla; but a few days after the despatch of the messengers, news arrived of the submission of these chiefs to Theodore, which left him a free passage to his fortress.

Agreement with Chiefs.

Pilots.

Orders issued to clear road.

On the way up the pass Sir Robert Napier issued orders for the better clearing of the road, and Sir Charles Staveley was directed to despatch the 5½-inch mortars by mule carriage, also to place the 8-inch mortars on elephants, and to have loading and unloading practised, in order that they might be brought up to Senafe when the road was passable for elephants. Single-cloth bell tents were ordered to be supplied to all regiments and batteries in Abyssinia. The 25th and 27th Regiments Native Infantry were pushed to the front, repairing the road as they advanced. A company of the 23rd Punjab Pioneers, and all the Sappers and Miners at Senafè, were sent on to clear the road towards Antalo. Several matters of detail with regard to the Transport

Tents.

Number of transports in Annesley Bay on the 25th January,

* The number of transport vessels in Annesley Bay when Sir R. Napier left Zula, was 40 steamers, 10 steam tugs, and 103 sailing vessels:

	No.	Horse Power.	Tonnage.
Steamers chartered in England	9	2,650	20,165
,, ,, Bombay	20	4.025	19,604
,, ,, Egypt	5	Not known	Not known
Sailing vessels chartered in Bombay ..	82	..	89,071
Steamers chartered in Calcutta	6	say 1,500	..
Steam tugs ,, ,, ...	10	1,800	..
Sailing vessels ,, ,, ...	21	..	..

Monthly cost of their retention.

The steamers, if all under weigh together, required about 1,200 tons of coal per day.

The cost of retaining tonnage for mules was 6*l.* 8*s.* per mule per month, their cost for men was from 6*l.* 8*s.* 6*d.* to 8*l.* 6*s.* 8*d.* per man per month, the cost of retaining tonnage for horses was 11*l.* 1*s.* per horse per month, for 1,000 bullocks 5*l.* per bullock per month, and for elephants 55*l.* 10*s.* per elephant per month.

Train were also arranged to secure efficient working up the pass.* A second Train depôt was formed at Senafè, with a view to the ultimate formation of a separate Transport Train to work on the highlands, and the Punjab mule trains were ordered up to form its nucleus. Arrangements were directed to facilitate the watering of animals at the different stations in the pass;† and it was ordered that as soon as the road was passable for cart traffic the down convoys should move by day, and those up by night to avoid meetings and blocks in narrow places. In the mean time, at Zula, under Sir Charles Staveley, every arrangement was made to disembark as rapidly as possible all troops, followers, horses, and land transport animals as they arrived, and for the landing of stores. On the 21st and 27th January the steamers "Queen" and "England" conveyed to Bombay many natives of India who had been declared by Medical Boards unfit for further service in Abyssinia.

Arrival of troops at Senafè.

A few days after the arrival of the Commander-in-Chief at Senafè, the 4th King's Own Regiment and one of the steel mountain batteries arrived at Senafè, and other troops moved up in succession to replace those sent farther into the country. The road from the coast was, by the exertions of the Bombay Sappers and Miners, the Belooch battalion, the 23rd Punjab Pioneers, and a company of the Bombay Marine battalion, made practicable for wheels throughout its entire length, and on the last day of January a convoy of 74 bullock carts arrived safely with Commissariat stores at the highland post. The importance of this change in the method of transport was great, as two animals in draught could drag 750 lbs. from Zula to Senafè, while two pack animals could only carry 380 lbs., of which not a little was required for their own forage.

First convoy of carts.

Description of Senafè.

Senafè was the secondary base of operations in the campaign, and the great storehouse for supplies and provisions, which, after being carried through the Kumayli Pass, were pushed on to the front. The camp‡ was situated on the plateau of the Abyssinian highlands, about two miles from the issue of the Kumayli Defile on some rather elevated, rocky ground. On its east rise some high sandstone cliffs scarped and water-worn. On the west the spurs of Mount Seora protected the left flank of the camp. In its front extended a plain, over which stretched into the distance the military road to Antalo. Beyond the western sandstone cliffs a steep descent leads into the valley of the Belesa, over which to the southward could be seen the mountains of Adoa. The view across this hollow was magnificent; the country was rugged and broken by jagged masses of rock which raised their jagged edges topped with acacia and juniper trees above the scanty vegetation of the intervening ravines. In the glare of midday this prospect looked hot and thirsty, but in the first glimmerings of early dawn, or when the quickly-setting tropical sun swept down behind the distant hills, it was magnificently grand.

Preparations were made for the security of Senafè, by which the command of the Kumayli Pass and the safety of the stores collected there could be insured in case any native chiefs might attempt to take advantage of the absence of the main body in the south, and trouble the weakest point of the force, the line of communications. These precautions were necessary, for there was no doubt that as the expedition

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* For further details regarding the Transport Train, see Chapters XXV to XXVIII.

† For further details regarding the water supply, see Chapter XXX.

‡ See map in separate cover.

showed strength, in the same proportion it gained the friendship of the rulers of the provinces of Abyssinia. For this reason alone, even if for no other, the posts along the line of communications had to be strong. But there were much more powerful reasons; the food of the Army depended upon secure and uninterrupted communications, and this security had to be powerfully insured, and not left exposed to the stroke of fortune, nor dependent on the caprice of any semi-savage chieftain.

Grass. Barley. Meat.

As the Army advanced, grass was obtained and bought to a considerable extent. Barley also was purchased, but not in sufficient quantity to supply either the troops or the transport animals. Meat could be obtained, and the wood to cook it was found scattered over the mountain sides; but meat alone in that climate would not suffice for the food of man. Its use as a sole article of food quickly brought on dysentery and scurvy. Vegetables, tea, sugar, and spirits were required to be ever in rear of the army, and to be carried on every day's march. The supplies of these articles required by an army of even small dimensions, quickly swell up to an enormous amount and demand a large quantity of carriage. In this latter requisite the force was still unfortunately deficient. Sufficient time had not elapsed to repair an originally defective organization and the ravages of epidemic among the animals.

The following Statement shows the strength of the troops which had arrived in Africa up to this time :—*

Detail of troops arrived, with dates of arrival and post of embarkation.

Corps.	Officers.	Native Officers.	Non-Com. Officers & Men.	Horses.	Soldiers' Wives.	Date.	From whence and in what Ship.
							From Bombay.
						4th October, 1867 ..	Coromandel.
						21st ,, ,, ..	Hydree.
3rd Light Cavalry ..	9	16	427	460	..	,, ,, ,, ..	Star of the North.
						,, ,, ,, ..	Queen of Australia.
						,, ,, ,, ..	Atmosphere.
							From Kurrachee.
						11th January, 1868 ..	Beaumaris Castle.
						,, ,, ,, ..	Zoroaster.
						9th ,, ,, ..	Bernice.
3rd Sind Horse ..	9	19	515	473	..	,, ,, ,, ..	Kingston.
						,, ,, ,, ..	Mai Blume.
						11th ,, ,, ..	Humber.
						10th ,, ,, ..	Arundel.
						30th December, 1867 .	Louisa.
							From Bombay.
G Battery 14 Brigade Royal Artillery ..	7	..	149	124	..	10th December, 1867.	Sultan.
						,, ,, ,, ..	Tanjore.
						4th January, 1868 ..	Yorrick.

* Quartermaster-General's return, dated 1st February 1868.

Corps.	Officers.	Native Officers.	Non-Com. Officers & Men.	Horses.	Soldiers' Wives.	Date.	From whence, and in what Ship.
							From Bombay.
A Battery 21 Brigade Royal Artillery ..	7	..	92	8	..	29th December, 1867.	England.
B Battery 21 Brigade Royal Artillery ..	7	..	88	10	..	1st January, 1868 ..	Queen.
1st Company Native Artillery	4	3	86	4	..	21st October, 1867 ..	Arabia.
							From England.
10th Company Royal Engineers	..	..	..	..	..	4th December, 1867	Great Victoria.
						5th „ „ ..	Samanoud.
							From Bombay.
Bombay Sappers ..	7	8	446	5	..	3rd December, 1867	Bombay Castle.
						21st October „ ..	Ottawa.
							From Beypoor.
						12th December, 1867.	Star of India.
Madras Sappers ..	13	6	372	8	..		
							From Bombay.
						6th December, 1867.	John Bright.
4th Foot	32	..	723	..	..	29th December, „ ..	England.
						1st January, „ ..	Queen.
							From Kurrachee.
						4th December, 1867.	Salsette.
33rd Foot	27	..	820	..	..	„ „ „ ..	Indian Chief.
						„ „ „ ..	Madras.
							From Bombay.
3rd Regiment Native Infantry	11	15	683	11	..	29th December, 1867.	British Monarch.
						„ „ „ ..	British Princess.
10th Regiment Native Infantry	10	15	687	10	..	21st October, „	India.
							Dalhousie.
21st Regiment Bombay Native Infantry (Detachment)	1	2	87	1	..	4th October, „ ..	Euphrates.
							From Calcutta.
							Bengal.
21st Punjaub Infantry.	8	15	734	8	..	27th January, 1868	Katherine Apcar.
							Alabama.
							Durham.
							Malabar.
23rd Punjaub Pioneers	10	16	733	8	..	28th „ „	Vernon.
							Howrah.
							From Bombay.
25th Native Light Infantry	9	12	680	13	..	1st January, 1868	Mofussilite.
							Sam Cairns.
27th Native Infantry (Belochees) . ..	10	15	691	8	..	4th December, 1868	Asia.
							Peckforton Castle.
Total ..	185	142	8,095	1,151	..		

Distribution of the force on the 1st of February.

The following Return shows the distribution of the force on the same date :—*

Corps and Head-Quarters.	Quarters of Troops or Companies.	Number of Troops or Companies at each Quarter.	At Regimental Head-Quarters, or on detached Duty at the Station.				Native Commissioned Officers.	Effective Strength, exclusive of those sent or left at Home.								
			Field Officers.	Captains.	Subalterns.	Staff.		Staff Sergeants.	Sergeants and Havildars.	Trumpeters or Drummers.	Farriers.	Rank and File.			Total Non-commissioned Officers and Men.	Forces, including Officers' Chargers.
												Fit for Duty.	Sick in Hospital.	On Command.		
Cavalry.																
3rd Light Cavalry ..	Senafè	6	2	2	1	4	16	2	35	5	..	285	19	81	427	302
3rd Sind Horse ..	Guna-guna ..	6	1	3	3	2	19	..	39	5	..	213	..	258	515	454
Artillery.																
G/14, R.A.	Kumayli	1	..	2	4	1	..	1	5	1	1	83	1	57	149	124
A/21, R.A.	Senafè	1	..	2	4	1	..	3	6	2	..	79	2	..	92	11
B/21, R.A.	Zula	1	..	1	5	1	..	3	6	2	..	70	7	..	88	10
1st Company Native Artillery.	Senafè	1	..	1	2	1	3	1	6	3	..	66	6	4	86	2
Engineers.																
10th Company, R E. ..	Senafè	1	1	..	2	..	..	..	8	..	..	26	1	48	83	..
Bombay Sappers ..	Senafè Pass ..	4	..	2	4	1	8	2	26	7	..	372	23	16	446	5
Madras Sappers ..	Zula	3	1	2	8	2	6	..	20	4	..	212	10	126	372	8
Infantry.																
4th K. O. Regiment ..	Zula	10	2	10	15	5	..	7	35	19	..	576	2	83	722	..
33rd Foot	Senafè	10	2	6	16	5	..	..	24	33	..	427	9	324	817	..
3rd Regiment, N. I. ..	Zula	8	2	1	4	4	15	..	37	16	..	554	17	55	679	11
10th N. I., Head-Quarters.	Focada	4	2	..	1	4	8	..	23	12	..	309	24	9	377	7
10th N. I., Left Wing .	Senafè	4	1	1	1	..	7	..	16	4	..	288	..	..	308	3
21st N. I., Detachment	Undul	1	..	..	1	..	2	..	5	2	..	67	9	4	87	..
21st Punjaub Infantry .	Zula	8	2	2	1	2	15	..	40	14	1	606	50	23	734	8
23rd Punjaub Pioneers	Senafè Pass ..	8	1	2	3	4	16	..	40	16	..	669	8	..	733	8
25th Regiment, N. I...	Kumayli	8	2	..	3	4	12	..	38	14	..	393	34	196	680	13
27th Beloochees ..	Senafè Pass ..	8	1	2	3	4	15	..	38	16	..	354	60	323	691	8
	Total	93	20	39	81	45	142	19	447	175	2	5,654	282	1,507	8,086	974

Arrival of 45th Foot, 2nd Bombay N.I., 18th Bombay N.I., 5/25th R.A.

On the 2nd and 6th of February the 45th Foot arrived at Zula, strength, 30 officers and 761 non-commissioned officers and men; on the 2nd of February the 2nd Bombay Native Infantry arrived, strength, 10 officers, 15 Native officers, and 670 non-commissioned officers and men; on the 9th of February the 18th Bombay Native Infantry arrived, strength, 9 officers, 15 Native officers, and 689 non-commissioned officers and men; and on the 6th of February the 5/25th Royal Artillery arrived, strength, 8 officers and 139 non-commissioned officers and men.

Land Transport.

Land transport animals were at this time arriving in large numbers, and the total imported by the end of January was 12,000 mules or ponies, 1,400 bullocks, 44 elephants, besides upwards of 3,000 camels, of which no regular account had been kept.†

* Quartermaster-General's Return, dated 1st February, 1868.

† For the total number of animals imported throughout the campaign, see page 234.

Water supply at Zula on 3rd February.

The supply of water for Zula had caused great anxiety, for the demands had increased rapidly. The average quantity landed daily was in the beginning of February about 200 tons, and the numbers dependent upon it were over 11,000 human beings and 3,500 animals, besides two locomotive engines, which could not, as those in charge at first supposed, be worked with salt water. It was only to the re-introduction of the principle of surface condensation in some of the newly-built steamers that was owed the power of keeping up this large supply.

The distribution of water on shore was at this time conducted in a methodical manner; every man had 1½ gallons, and every animal as much as he could drink once a day; this being the usual custom with mules and other animals in India. The following statement, showing the amount of water issued at Zula on the 3rd of February, demonstrates the quantity required :—

Distribution of water at Zula on the 3rd February.

Corps.	Souls.	Gallons of water.	Animals.	Gallons of water.
Royal Artillery	192	288	73	365
Royal Navy	108	170	6	30
1st Battalion 4th King's Own Reg.	410	615	17	85
25th Regiment, N.I.	685	1.027	11	55
21st „ (Punjab)	1,167	1,750	154	770
23rd „ „	655	1,310	231	1,155
Madras Sappers and Miners ..	334	650	8	40
Engineer Park	144	216	14	70
Ordnance	238	357	4	25
Public Works Department ..	223	334	5	25
Commissariat	1,847	2,770	540	2,700
Land Transport Train	2,919	4,380	2,431	12,155
Bazar and Police	77	115	3	15
Pay Department	18	27	2	10
Medical „	430	645	15	75
Railway „	632	1,264	6	30
Conservancy „	190	285	2	10
Army Works Corps	368	736	2	10
Staff and others	500	1,000	50	250
Locomotives	..	1,200	..	..
Total	11,137	19,139	3,574	17,870 19,139
Grand Total, in gallons	..	..	..	37,009

Well dug by 23rd Punjab Pioneers.

Measures were taken for increasing the power of water stowage on shore; the Punjab Pioneers, commanded by Major Chamberlain, had succeeded in finding sweet water at a depth of 45 feet on the line of railway. The native Shohos flocked to this newly-found and to them life-giving treasure, and kissed the feet of the soldiers who dug the well.

Water from Suez.

Commodore Heath thought it right to obtain a floating reserve for use in emergencies, and also to meet the wants of transports in the event of a sudden re-embarkation of the force. He therefore directed Captain Tryon to place empty tanks capable of holding 800 or 900 tons on board a sailing transport, to be filled up at Suez.

Harbour-Master appointed.

The Harbour-Master at Annesley Bay was by the home Government allowed temporarily to exercise Consular powers for any purposes connected with the Merchant Shipping Act.

Arrival of Captain Speedy.

At Senafè, Captain Speedy, who had served in the 81st Regiment and in the Indian Army and afterwards with King Theodore, joined the head-quarters of the Force, as Amharic interpreter to the Commander-in-Chief.

Departure of Sir R. Napier to Adigrat.

The Commander-in-Chief left Senafè on February 4, and marched to Guna-guna. On his road he was met by many chiefs and heads of villages, who tendered to him their friendship and offerings of mead and bread in token of amity. On the 5th he reached Focada, and on the 6th Adigrat. The road from Senafè to Guna-guna ran for some six miles over the undulating country south of the Senafè camp, then from the head of the small Kussawda Pass it gently descended into the fertile valley of the Mai Muna, and thence crossed over to the Suruich ravine, on the left bank of which, and near its head, had been pitched the camp of Guna-guna.

Description of route.

Close to the camp the rivulet formed a cascade, 80 feet high, imbedded in jasmin, rose trees, and aloes, and then round its serpentine course, through a valley fringed by olive trees and shrubs of Ricinus. Here, growing crops were met with. A few patches of green barley not yet ready for the sickle, were greeted with delight both as a relief to the monotony of the parched and rocky landscape, and also as an augury of some active cultivation in the country. On the northern side of the valley, perched on an almost inaccessible ledge of rock, was situated the church of Guna-guna, in which some curious paintings and illustrated copies of the Scriptures were found. Another church, that of Baraka, about a mile to the north, contained the bones of Romanos and 1,500 other martyrs, who were said to have been murdered in the neighbouring valley some six or seven hundred years ago.

Guna-guna.

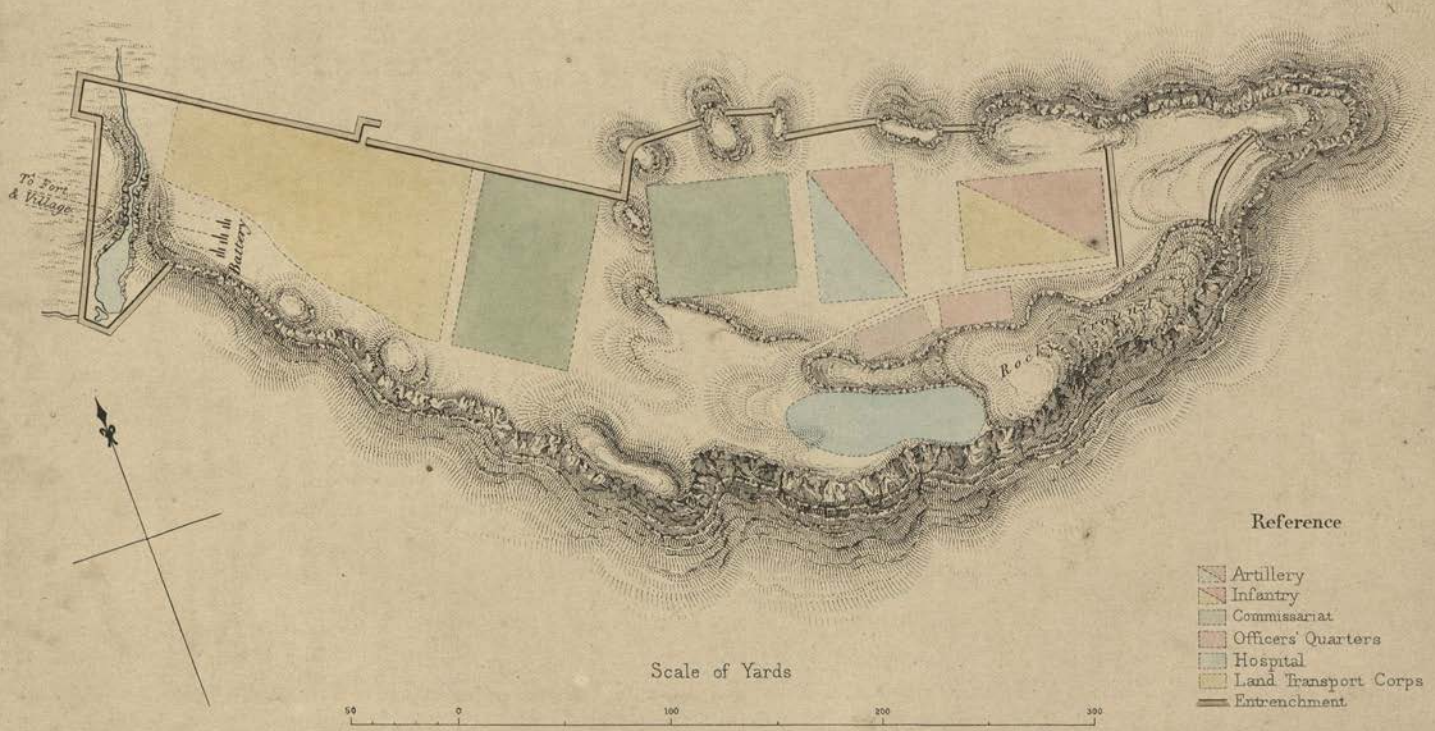
From Guna-guna the road rose by the pass of Adi Rafai to the fine open plain of Salembessi, covered with excellent grass, and then followed for several miles along the watershed between the rivers flowing westward to the Baltu and the Mareb, which are finally swallowed up by the Nile, and those descending eastward to the inland basin, the lowest point of which is the plain of salt. A narrow neck of land, scarcely one hundred yards wide, joined the Salembessi upland to the well-cultivated plain of Gullaba, beyond which, a steep fall of two hundred feet led to the gentle valley of Masrab, which was one-half to three-quarters of a mile wide. On the south of this valley the road wound round the western side of Mount Dongola. From the crest of the hill, immediately above the camp and halting-place of Focada; the prospect was truly charming. Immediately below, towards the west, lay the valley of the Batlu, and beyond it rose Debra Damo, the supposed scene of Johnson's tale of "Rasselas." In the distance could be perceived the jagged summits of the hills surrounding Adoa. Towards the east, at a distance of sixteen miles, the mountain of Gondegonta (called Senafè by d'Abbadie, and Zeban-sifra on Lieutenant Carter's map), reared its head, the centre of a cluster of celebrated monasteries. The country in its vicinity is inhabited by the Urop, a tribe of Christian Shoho or Afer, who are said to be descended from the ancient Greek settlers. The Roman Catholic missionaries, and notably Father Jacobis, had established a mission amongst this tribe.

Debra Damo.

Description of the country. Villages.

The general character of the country and of the people was much the same along the whole length of the route between Senafè and Focada. The former was distinguished by the absence of fertility and its rugged nature. The villages, of which there were many, were groups of hovels huddled together. The cottages themselves were built with low walls of mud and stone, about eight feet high, and flat roofs. The inhabitants were tall and of graceful figure, and were met in crowds on the road, carrying barley or honey

ENTRENCHED CAMP NEAR ADIGRAT.



Lith. at the TOPL DEPOT of the WAR OFFICE
COL. SIR H. JAMES, R.E. DIRECTOR

to market. The troops were kindly in demeanour towards the inhabitants; the discipline of the Army was strict; no plundering took place; and no swarthy damsel was subjected to any rude gallantry on the part of the red coats. The men were generally dressed in a single robe of cotton, which appeared seldom to be subjected to the operation of washing. The head men of villages and chiefs of tribes had occasionally a shirt. They wore no head-dress, unless their plaited black hair, anointed with rancid butter, could be ranked under that designation. They were all armed. The sword, a crooked sickle-like article worn on the right side, the spear, round shield, and club, were their usual weapons; but many had matchlocks, and several possessed double-barrelled guns, by no means despicable, the produce of Birmingham and Liège. The inhabitants of the village of Senafè were Mahommedans, and are said to have been converted to that creed some four centuries ago. The inhabitants of the other villages of Tigré are Christians, and as a mark of their faith wore a blue cord round the throat to distinguish them from followers of the Prophet.

Inhabitants. Dress. Arms.

The distance between Focada and Adigrat was about 12 miles. The road led through a country which, compared to that hitherto traversed, might almost be considered fertile. Long grass, dried by constant heat so as to be little but standing hay, waved abundantly along the roadside. Trees were plentiful. Sometimes large cypresses stood alone, at other places the track twined through thick groves of corinda and acacia, while euphorbias were scattered thickly over the sides of the mountains which rose continuously above the way. About six miles from Focada the track, which was throughout easy for a mounted man, and crossed a picturesque undulating country, with prettily wooded slopes, terraced for cultivation, and covered with crops of grass and grain, rose with a long and gentle slope to the brow of the Kharsaber hill, down which, on the other side, it fell abruptly with a steep descent of 400 feet into the comparatively barren undulating tract of country in which Adigrat was situated. The immediate vicinity of Adigrat is very fertile. This town was an important strategical point, for here the roads to Adoa and Antalo united, and here Sir Robert Napier established a permanent entrenched post. The town itself was of a better description than any hitherto seen in Abyssinia. The cottages were built more of stone and less of mud. A church, still in good repair, with a gable instead of the usual flat roof, showed the bounty as well as the religious feeling of one of the late chiefs of Adigrat. His palace stood not far off, but in ruins, for intestine wars had within the last few years withered the place, and its rightful ruler lay in prison a captive of Wagshum Gobaze, Prince of Lasta. His wife occupied a small tower surrounded by a mud wall within a few hundred yards of the ruined hall of her husband, where she was said to pine away her life in incessant grief and pinching poverty. Above the town to the west rose the bold mass of Mount Alequa, and over a "dip" in this ran the road to Adoa, the capital of Tigré, which lay 50 miles distant.

Focada. Trees. Adigrat. Church.

Major Grant, who had been sent by Sir Robert Napier as an envoy to Kassai, Prince of Tigré, returned on February 7 from Adoa, and joined the Commander-in-Chief at Adigrat.* He had been received in a most flattering manner by Kassai; the latter professed, however, to be unable to accompany Major Grant to Adigrat, to pay his respects to the British Commander, as his soldiers were scattered through the villages around his capital, and he feared to leave them lest they should plunder the villagers. He sent presents by one of his councillors, who was received in solemn durbar, and was

Major Grant returns from Prince Kassai.

* See Page 372.

presented in return with testimonials of friendship, in the shape of rugs, knives, and snuff-boxes, by the British Commander.

The following extract from Sir Robert Napier's report dated the 14th of February describes in detail these events :—

Deputation from Prince Kassai.

"It will be seen that we have every reason to be satisfied with the way in which the "Prince of Tigré has acted towards us. It is not difficult to understand that he should "find it inexpedient to leave his capital so shortly after his installation, and while yet "his authority is only partially established, as recent intrigues against him have "evidenced. His friendly professions have been acted up to by him in a variety "of ways.

"Major Grant and M. Münzinger were accompanied, on their arrival from Adoa "on the 7th instant, by the cousin of Prince Kassai, the Leekà Makovas-Alcema, who is "said to be a favoured councillor, as well as the blood relation of the Prince. With "him there came also a priest named Girra Inkaeel, and a following of about 40 spear-

Durbar.

"men and 20 musketeers. This deputation from Prince Kassai was received by me the "same afternoon in full durbar, and, through the medium of Captain Speedy, we "exchanged conversation on all the topics which it was desirable to refer to. The wish "of Her Majesty the Queen that amicable relations should be preserved with all friendly "Abyssinians, through whose country we passed, was explained on this public occasion; "and assurance was given that the persons and property of all such Abyssinians would "be carefully protected by me. The real nature and objects of the Expedition were "explained at the same time.

Parade of troops.

"The following morning the troops in camp (strength as per margin*) were paraded "in the presence of the Chief and his followers. The fire of the mountain guns, as well "as the rapidity with which the 3rd Bombay Light Cavalry and the Sind Horse charged "across the plain, astonished them not a little, and taught them, it is to be hoped, how "unwise it would be on their part to reject our friendship. The Chief and the priest, as "well as one or two of their principal followers, received from me suitable presents, and "returned next day to Adoa highly pleased, as I have every reason to believe, with "their reception. Gifts were also sent by the same opportunity to one or two inhabi-"tants of Adoa, who had shown special civility to the mission.

Demeanour of Abyssinians.

"The demeanour towards us of the natives of the country is exceedingly friendly. "They very generally say the word "salàm" to us as we pass them on the roads and in "the fields; and the numbers in which they repair to our camps to offer for sale what "little their country at present yields, is proof of the sincerity of the injunctions which "have been laid on them, touching this matter, by their ruler.

Church of St. Cherkos, Adigrat.

"I visited, a few mornings ago, attended by my Staff, the church of Saint Cherkos, "which stands near our camp. The priests received us with courtesy, and described the "various objects of interest which the building contains. These consist chiefly of repre-"sentations of scenes from Scripture history painted on the inner walls. We explained "to the priests and people our community of faith, as also the respect always paid by us "as a nation to religious buildings and institutions of every kind. An altar cloth and

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* Head-Quarters, Detachment, 3rd Bombay Light Cavalry; Detachment, Sind Horse; Penn's Steel Mountain Battery; Detachment, Royal Engineers; Head-Quarters Wing, 33rd Foot; Head-Quarters Detachment, 10th Native Infantry :—Total strength, about 1,200 men.

James Ferguson. Lith.

KASSA'S FOLLOWERS

From a Photograph.

Lith. at the 108th DEPOT of the WAR OFFICE
COL. SIR H. JAMES, R.E. DIRECTOR

"silver cup were presented to the church in memory of our visit. A suitable present "had also been made by me to the church at Guna-guna.

"No communications have been received since the date of my last despatch from "any of the Chiefs of Abyssinia, other than Prince Kassai.

Forage obtained in the Pass.

"It has been my anxious endeavour to develope to the utmost the food-supplying "resources of the country lying between the sea and the Abyssinian highlands. If "those districts could be made to yield even a sufficiency of forage for the pack animals "engaged in transporting our supplies from Annesley Bay to Senafè, I should consider "that a great point gained; for it is one of the peculiar difficulties attendant upon this "Expedition that our transport animals have very often to carry through considerable "tracts of country their own forage. The primitive character of the inhabitants of the "districts referred to, their ignorance of commerce, and their speaking a vernacular of "their own called Shoho, with only occasionally Arabic in addition, proved at first a serious "obstacle in the way of carrying out this object. A Mahometan gentleman of good posi- Meer Akbar "tion in the Nizam's country, by name Meer Akbar Alee, who had travelled for some Alee. "years among the tribes of Syria and Central Arabia, and whom, on his volunteering his "services on this Expedition, I had, with the sanction of the Right Honourable the "Governor of Bombay, brought with me in the intelligence Department, had shown, "while at Zula, an aptitude for bringing the Shoho tribes into commercial contact "with us. On his way up the Kumayli Pass his exertions among the Shohos had "met with such success, that I have deputed him to return to those districts and "assist Captain Moore, the Arabic interpreter attached to my Staff, in further develop- "ing our intercourse with the people of the mountains. Sufficient time has not yet "elapsed to show fully the result of Captain Moore's mission. But as that officer reports Supply of "that at Undul, one of our posts in the pass, where, previous to the first visit of Meer grass in the Suru Pass. "Akbar Alee, no forage was being brought in by the natives at all, it is now being "brought in at the rate of 17,000 lbs. per diem; and at Rahagedi, another of our "posts, as much as 3,000 lbs. weight of grass had been brought in during one day, I "think that he is justified in stating that his mission has been a success.

General conduct of Abyssinians.

"The conduct of the Abyssinians is peaceable and inoffensive. Though we "constantly meet bands of them travelling upon the roads, and every Abyssinian, "except those of the very poorest class, carries sword and spear, with very often a "percussion musket of continental make, yet no case of violence offered to our troops "has been reported, excepting in one instance, when the dead body of a muleteer was Muleteer "found near Senafè. The result of the inquiry held in that case seemed to show that murdered. "the man was a deserter, who had been murdered probably by some Shohos, for the "sake of his blanket.

Health of troops.

"The health of the troops is all that could be wished. The nature of the country "through which we are advancing is such as to call for the labour of the soldiers, in one "form or another, almost at every step. But the admirable spirit which animates all "ranks makes them superior to every difficulty that has yet appeared."

The following report from Major Grant, who had been deputed with M. Münzinger to Adoa, show the result of his mission to Kassai :—

Major Grant's report, dated Adoa, 1st February.

"Consul Münzinger and I reached here at noon yesterday, and requested, "through Mr. Gabroo Werke, an interview in the afternoon. This was not granted, "as the Prince Kassai had to make preparations to receive the mission with all "honour. This morning, before breakfast, we were received by the Prince at a

"durbar consisting of 2,000 people with their chiefs. The Prince has a quiet "manner in Court, but received us by coming from his couch and shaking us by
Mission to Prince Kassai. "the hand. I delivered the letter from his Excellency, and also the presents in this "open court, and the Prince bowed in acknowledgment of both. We repeatedly made "the attempt to get him to talk upon business, but his reply was, that 'after the durbar "'he would be at leisure,' or 'to-morrow he would find plenty of time.' In this way, "from 9 A.M. till 4 P.M. we waited for an interview, but as the mass of people were "entirely occupied in eating, drinking, and swearing allegiance to him, we left in the "assurance that after he had been to church to-morrow, he would be glad to hear what "his Excellency's wishes were. We propose to attend church also, as several natives "here have inquired whether we are Turks or Christians.

Reception. "I may remark that upon our entry into this town, all the women appeared on the "walls and in the roads and lanes, and gave us a hearty cheer or African cry, in honour "of our arrival. It shows that the people are with us, for the Prince inquired anxiously "why they did so, never having expressed themselves in this way before. Consul "Münzinger informs me that they cheer in this way only for those from whom they "anticipate some good.

Durbar. "At the durbar of to-day, several of the most influential Chiefs, and the musicians "when singing, said that there is no fear for the future now that the English are their "allies.

"I have to report the arrival of Naib Muhammad of Massowah this day, with "30 followers. Consul Münzinger thinks that he has come here for the purpose "of preventing the letter of Hussèin Beg (Governor of Massowah) from falling into "our hands.

"As soon as the Prince fixes the date of our departure from here, I shall send a "special messenger to Senafè and another to Adigrat. We shall make every effort to "obtain a proper interview, but should he vacillate, we purpose leaving this upon "Tuesday the 4th, so as to arrive at Adigrat upon the Thursday following.

"We have been unable to form a correct opinion of Prince Kassai from the single "interview we have had with him to-day, but I should say that, with his weak expression, "he can be easily led, and that he wants the dash ever to become a great ruler in "Abyssinia.

"However, I firmly believe that the great majority of his advisers see the advantage "of his alliance with England.

Letter from Major Grant, dated Adoa, 3rd February. "Since forwarding my letter dated the 1st instant, and despatched in the early "morning of the 2nd, we have had three interviews with Prince Kassai, namely:—

Interviews with Prince Kassai. "First interview.—A private one. The letter of his Excellency was read, and "translated to the Prince, who made a long reply, saying that his ancestors had always "been on terms of friendship with the English, and that he wished also to continue this "friendship; that he would assist us in getting cattle and grain; that he had intended "to send an embassy to England before the war began; and that our arrival in the "country had given him the opportunity of becoming acquainted with us. In his reply, "he made no allusion to going to meet his Excellency. I therefore put the question, "and a general reply was given, that it would require time to prepare such an interview. "He now said we might retire. An hour after this, Mr. Gabroo Werke came to our "house, to say that, in one month, his Prince would accompany us to the English camp, "and that the mission would remain here during this time. We pointed out the "absurdity of such an arrangement to Mr. Gabroo, who returned to the Prince, and

" mentioned our conversation, the pith of which was, that it would be quite impossible " for us to delay the Army longer, and that we must march to our head-quarters at " Adigrat upon the 4th, with whatever reply the Prince decided upon sending by us.

" Second interview.—A public one, at noon of the 2nd. The object of this was, to " see the poor of the town and country fed with bread and wine in the presence of the " Prince. We had long conversations with the brother (elder) of the Prince, and other " Chiefs, and a few casual remarks were made to us by the Prince himself. Several " Chiefs and singers praised the English in public, and the assemblage broke up, leaving " the Prince, ourselves and a few others. We stated to him that we should be sorry to " return without him, and he gave us some hope that he should accompany us; but, " upon our requesting him to give us a promise, the reply was, that we had all been " drinking, and that he would be able to give us a reply in the morning. Thus ended " the second interview.

" Third interview, this day, the 3rd; a private one.—We had waited at home all " morning, expecting to be called, when the High Priest called us to the Prince at " 11 A.M. He was seated upon his couch, with his Excellency's presents of shawls " and rugs spread out as carpets and covers. We were asked to make the musical " box play, and, 'Had we anything to say to the Prince?' We replied, 'We wish to " 'know what the Prince has decided upon' 'He has decided that, in a fortnight, he " 'will be prepared to accompany us to the camp of his Excellency." We requested " that this might be put upon paper, and it was ordered accordingly, one copy to be " sent to Senafè, and the other to Adigrat, both by special messenger. The Prince was " anxious to know when he could get a reply, and now asked us when we wished to leave " this, and by what route. We fixed upon noon of to-morrow, and direct to Adigrat. " We again mentioned the intention of his Excellency to have depôts or small posts at " different points of the road in his territory, for the purpose of collecting supplies and " facilitating postal arrangements, the same to remain at these posts till the conclusion " of the war. The answer to this was, that he would consult his advisers, and give us " his reply when we came to take leave of him in the morning. We have pointed out " to the Prince the advantage an interview with his Excellency would be to him and to " his subjects. The Prince quite understands this, but says that his 'big drum,'—his " reign,—only commenced in reality upon the 1st instant, when he gave his great durbar " in our presence. It is contrary to the custom, he says, of princes to leave their home " for a month after this great event.

" I would also mention that we have not yet received the letter of the Prince above " alluded to, and that I write at such length because the movements of his Excellency " need not be impeded by us any longer.

" In continuation of my demi-official, giving the details of three interviews with Major Grant's letter, dated 5th February. " Prince Kassai, I have the honour to report, for the information of his Excellency, that, " before leaving Adoa yesterday, the Prince gave us a final interview. He again " expressed regret that it would take so much time to prepare his troops for such a journey, " and also that, by custom, he could not leave the vicinity of his capital for 40 days.

" We sent his reply to his Excellency to Senafè. In it we understand his reasons " were given for not complying with the request of his Excellency. A copy of the reply " is being conveyed to General Merewether, C.B., at Adigrat.

" The Prince presented a horse as a gift to his Excellency, Presents.

" He presented each of us with a mule, a silk shirt, a sheet, and a 'lamd,'—a skin " worn round the neck. The mission has certainly had a good effect, and has taught

"the Prince and his people that they need not distrust us. We marched 24 miles "yesterday, and fully expect to be in camp, Adigrat, on Thursday, the 6th."

The following is a translation of the letter from Prince Kassai to Sir Robert Napier:—

Letter from Prince Kassai dated 4th February.

"The letter you sent me by Major Grant and Consul Münzinger has reached me. "Your present having pleased me has been accepted by me. But I should like to see "each other from eye to eye, and to speak together what is in our heart. I stayed "here till to-day, waiting till we meet, and to receive you, to conduct you on, and to "speak you my mind. I had no other business. Now I will start in two weeks. As "to the markets you wish to have established in the places where you will camp, I "will have proclaimed an arwadj (proclamation), and will help with all my power."

And the following is a translation of the letter to General Merewether:—

Letter from Prince Kassai dated 5th February.

"The answer to my letter has reached me, and has pleased me. You know that I "have waited till now, many days for you. Now don't begrudge to me for two weeks. "It is you who are my first friend, make me now friends with Sir R. Napier. Manage "it somehow, that we may see each other eye to eye, and may speak our hearts. I "will proclaim a proclamation for establishing markets at the camps, and will help with "all my power."

The letter from Sir Robert Napier to Prince Kassai was dated from Adigrat, 7th February, and was as follows:—

Letter from Sir R. Napier to Prince Kassai, 7th February.

"We have heard from Major Grant and M. Münzinger of the friendly and honour- "able manner in which you received those gentlemen, and we are in receipt of your "letter of the 3rd February, for all of which we thank you much.

"We arrived here on the 6th, and would, as we before said, have been very glad to "have had an interview with you at once, but as you say you cannot conveniently start "for two weeks from the time of your writing, we now, in the desire that we should meet "face to face, reply that we will be happy to assent to your request, and that on the "tenth day from this time, we will leave for the province of Haramat, and meet you "there, understanding that would be most suitable for both.

"Tej Murcha Workee has been most useful. We thank you for sending him, and "would wish still to retain him near us."

The position, products, and people of Adoa.

Adoa, or Adowa, the principal town of the provinces of Tigré, was at this time the residence of the Prince of the country. It lies in a valley 6,000 feet above the level of the sea. The town was built upon three prominences of the spur of a hill, which was thinly wooded. The River Assam, which rises in the hills a few miles to the north, runs through a rocky course along the base of the spur, and the River Mai Goga, or Mai Gagwa, joins it from a westerly direction at a point close below the higher part of the town. The supply of water is, therefore, ample and good all the year round. The town had no defences, and could be entered from every side, except the western or lowest portion, where the rock was precipitous and overhanging the river, giving the town a fortified appearance at this point. The houses were built of stone upon the tops and slopes of the ridge, and are generally surrounded by stone walls 10 feet high. The

Defences.

Houses.

streets were very narrow and circuitous; no measures were adopted to keep them clean in the dry season, and all refuse was cast upon them. There was a convent and three churches, all had burying grounds attached, and a burying ground for Mussulmans was across the river. The convent was called Medhani-Alem, *i.e.*, the Saviour of the World. It was built by Dejatch Sabagadis, the former ruler of Tigré, who intended to have roofed it with lead, but he was killed along with a son in battle by the Gallas. The ground on which it stood, as well as some in its vicinity, was church property, and all residents or others who might commit crimes had the right of protection, when within these limits, from the officials of the convent. The churches were Kidus Gabriel (Holy Gabriel), Kidus Michael, and Mariam Datchen, more commonly called Damariam (Mary's Sion). Convents. Churches.

There were five or six schools, where the Psalms, the Scriptures, the ceremonies of the church, and singing, were taught. The blind were instructed in learning by heart, and children were taught to read. Schools.

There was a large market place upon the north side of the town, a green sward. Here every Saturday were exposed for sale all the products and manufactures of the districts, namely, ponies, donkeys, mules, cattle, sheep, goats, fowls, bar and block salt, ghee, and butter, barley, wheat, grain, jowaree (red and white) millets, dal and beans, hides, honey, herbs, spices, vegetables, iron, earthenware, blankets, cotton stuffs, ornaments in beads, copper and iron, &c.; besides this weekly market, wood, grass, and grains, &c., were brought for sale every day except on Sunday. Market. Products.

Every one eat the flesh of cattle, sheep, and goats, but when slaying the animal they, like Mussulmans, repeated a prayer, "In the name of the "Father, the Son, and the Holy Ghost." Sometimes the meat was cooked, and at other times it was raw. They eat every part of an animal uncooked, but the choice bits were the flesh along the vertebræ, the tongue, and the round or leg. When eating, the servant cut the meat into small pieces with a peculiar shaped knife, and these were then eaten with the fingers. Food.

Several kinds of bread were made, according to the species of grain used. The best and whitest in colour was made from the millet called teff. This grain, after being ground and sifted, was fermented, and then placed to be baked upon a huge girdle of earthenware, the result was a flabby honey-combed cake, tasting pleasantly bitter. Another bread, called "humbassha," was made of flour of any description into a thick heavy round cake. The poor make their bread also in the above manner, but of inferior grains, such as "dagoossa;" the bread from this was dark in colour. Abyssinian bread.

The people drank spirituous liquors in considerable quantities. "Meed," or "mess," namely, honey wine, was made from honey alone; they converted this "meed" into a fiery spirit called "arakee," which was colourless, very well flavoured, and formed a pleasant liquor. A port-wine-coloured drink, called "youtuj," said to be sweet, thick, and strong, was made in April from the juice of the grape; the lower classes made beer from corn, barley, or "dagoossa," which beer was sometimes converted into "arakee" by distillation. Abyssinian liquors.

As a rule, no smoking was observed, but every one seemed to take snuff, which was procured from Massowah. Smoking.

The population of Adoa at this time consisted of 10,000, of whom 300 were Mahomedans, who weaved the spun cotton into sheets or shawls. While the mission was there, a large number, about 1,500, poor, blind, lame, and diseased assembled to be fed. The diseases amongst them were leprosy, small pox, and blindness, one or two cases of goitre, called "unkurtee," were also seen. This disease was more common Population. Diseases.

amongst the people of Amharra and Mishero. "Scrofula" was not uncommon. Cholera visited Adoa in 1866, and carried off a considerable number of people, probably 700.

Manufactures.

The manufacturers of Adoa are few. The women spun the cotton into thread, and the Mahomedan class converted it into sheets, which were soft and comfortable to wear. Blankets were made by the people who lived in higher altitudes, with their flocks of sheep. Leather was prepared at Adoa, and made into shields, saddlery, shoes, &c., and there are workers in silver, brass, copper, and iron. Gunpowder was also made there, and iron bullets, but the bullet most used was of a greasy stone, considered by them to be as soft a material as lead. Swords were also manufactured.

Arms.

The common arms of the country were the curved sword and shield, or the spear balanced by lead at the butt end, but amongst the Cavalry and Infantry were percussion guns, pistols, and matchlocks. No artillery, nor any piece larger than an elephant gun, was seen by the embassy.*

Occupation of Dolo by pioneer force.

The pioneer force of the Army, consisting of some 200 Cavalry, two companies of Infantry, and two companies of Pioneers, occupied Dolo, about 70 miles south of Adigrat, and within two marches of Antalo, on February 10. Antalo itself was occupied on the 15th by Colonel Phayre, with 150 horsemen. The communication between the advanced troops and Adigrat was maintained by 180 men of the Sind Horse, divided into small detachments, who were posted at convenient spots along the road. On February 11, a column under Brigadier-General Collings was pushed forward from Adigrat to support the pioneer force. This column consisted of a wing of the 33rd Regiment, the A steel mountain battery, and about 100 sabres of the Sind Horse. It moved with one month's provisions.

Halt at Adigrat.

At Adigrat the Commander-in-Chief halted till February 18. He had much to do in that time. There was still a great deficiency of transport, without which the troops could not be supplied, and without supplies they could not move. The country was found to improve slightly in fertility and cultivation as the Army pushed forward, but the people were so poverty-stricken by constant civil war that no supplies, except cattle and sheep, could be obtained. So attenuated were the resources at this time that the Deputy Commissary-General proposed to put the troops on half rations; but Sir Robert Napier considering that the men, unless sufficiently fed, could not perform the labour expected from them, declined to entertain the proposal, for the Transport Train, though still deficient in animals, was daily improving, and grass was found in considerable quantities at the upper stations in the pass. At the same time the native carriage began to be much developed, and in the first week of February, 1,466 Abyssinian bullocks left Senafé with stores for Adigrat. Several shiploads of camels had been brought from Berbera, but many more pack animals were still required. At this time the troops on the highlands consumed 170 mule-loads of provisions daily. It is difficult to realise the amount of carriage, and the size of convoys required, to feed an army in a country where no supplies can be obtained; and besides food, there were medicines, hospital establishments, tents, and clothing to be carried, and last, though not least, grain for the sustenance of the horses of the Cavalry and Artillery, and for the transport animals themselves as well as the food of their drivers. And much more remained behind. Depôts and storehouses had to be stocked, not only to replenish the exhausted supplies of the advancing force, but to secure a safe return and to feed the Army on its homeward route.

Native carriage.

Daily consumption of provisions.

Amount of carriage required.

* The above information has been obtained from Major Grant's report.

At Adigrat an alteration was made in the general organization of the Transport Corps. It was separated into two divisions—a highland and lowland. The latter, under the direction of Major Warden, carried supplies from Zula to Senafè, and afterwards to Adigrat; the former, under the superintendence of Captain J. S. Hand, 82nd Regiment, accompanied the Army, and transported the supplies from Adigrat for the combatant troops. The highland train soon became very efficient; it consisted of four divisions, to be composed of 2,000 mules each, which were subdivided into troops of 150 mules. Its organization was entirely military, and it worked under the direction of the department of the Quartermaster-General, receiving all its orders from, and being generally organized by Captain Holland, the Assistant Quartermaster-General at Head-Quarters. The two Punjab mule trains were the nucleus of the highland train; the muleteers were armed, and under strict discipline, the superintendents were also armed, and the highland train was thus rendered independent of the troops for escorts or convoys, or for guards for men cutting grass. This train, assisted by native carriage, transported all the baggage, ammunition, and supplies between Adigrat and Magdāla, as well as on the return march, and proved by its efficiency the advantage and necessity of a military organization in an army transport corps.* Formation of Highland Train.

To other matters the Commander-in-Chief had also to turn his attention. Precautions had to be taken for hutting the troops during the rains, which were expected in May at Zula, at the several stations on the Senafè Pass, and on the highlands. Places of refuge had to be provided at frequent intervals in the pass for convoys or detachments, which might be exposed to torrents tearing down in the rainy season. The supply of water was improving.† The proper repair of the road had to be insured, and the field telegraph had to be pushed on. The telegraph line by the middle of February was completed to Senafè, but its construction was much retarded by want of poles, for the trees grew so low and so crooked that it was no easy task to find poles of sufficient length and strength.‡ At Adigrat, Sir Robert Napier collected a large supply of poles by the proffer of a dollar for half-a-dozen to the natives; and they were so eager to secure the prized coin that many pulled the timbers out of their houses and brought them into camp, where an officer of the Intelligence Department accepted those suitable for the required purpose. A party of Engineer Officers was at the same time employed in making an accurate trigonometrical survey while following the march of the Army; by the 9th February, a base line had been measured at Kumayli, and the position of several high peaks fixed.§ Every exer- Hutting. Telegraph completed to Senafè. Trigonometrical survey.

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* See Chapter XXVIII. for further details regarding the organization of the Highland Train.

† The following report from the Commanding Engineer represents the state of the water supply at Zula and Kumayli at this time:— Water supply at Zula and Kumayli.

"Sir, "*Zula, 11th February*, 1868.

"I HAVE the pleasure to report, for the information of his Excellency Sir Robert Napier, that the whole of "the railway work people, the Pioneers engaged on the railway works and the Engineers, are now being supplied "from the new well sunk near the railway four miles from Zula.

"2. A second well has been dug some distance from the first, and water obtained.

"3. A third well has been dug about half a mile further on, near the line, and water has just been met with.

"4. Another well is being dug again in advance of the works.

"5. Seven thousand three hundred animals have been watered at Kumayli in two hours.

"I have, &c.,

"ST. CLAIR WILKINS, *Lieutenant-Colonel, R.E.*,

"*To Captain Holland, Assistant Quartermaster-General,* "*Commanding Engineer, A.E.F.*"

"*Army Head-Quarters.*"

‡ For detailed telegraph arrangements, see Chapter XXII.

§ For detailed trigonometrical survey arrangements, see Chapter XXXVI, and maps in separate cover.

tion was made to reduce the baggage of the troops to the lightest possible amount. The climate, however, prevented such reduction as could have been made in an European campaign. On the highlands of Abyssinia the thermometer frequently stood below freezing point at night. Warm clothing was absolutely necessary, and blankets for covering at night could not be dispensed with. The hosts of native followers which accompanied the troops from India had been much diminished before the advance from Zula, and on the 21st January, as stated at page 374, the Quartermaster-General's Department had with some tact and management, and with the cordial co-operation of the Regimental Commanding Officers then at Zula, succeeded in making a valuable reform in the amount of camp equipage and sick carriage, and in the number of followers hitherto considered absolutely necessary for an Indian Army. It was now foreseen that another reduction would soon become necessary, that not only must officers and men manage with less baggage, tent-room, and attendance, but that rations would have to be reduced also. Consequently, at Adigrat, measures were taken to carry this into effect, the final orders being issued at Adabaga. The arrangements for the reduction of camp equipage, sick carriage and baggage falling as before to the Quartermaster-General's Department, the arrangements for the reduction of rations to the Adjutant-General's Department.*

Further reduction of Camp Equipage, Transport, Followers, and Scales of Rations.

Reduction of spirit rations.

The daily ration of spirits issued to fighting men was at Adigrat reduced to one dram. In publishing this order, the Commander-in-Chief made it known to the troops under his command that it was with the greatest reluctance he felt himself compelled to deprive them of any part of their rations. The difficulties, however, of providing for the numerous wants of an army in a country almost destitute of supplies, rendered it imperative that the essential articles of food, such as biscuit, flour, and rice, should be sent to the front in preference to all others, which must be looked on in the light of luxuries when troops were in the field.

At the same time the Commander-in-Chief permitted the public followers of the Land Transport Train to draw the full ration of flour and rice, in lieu of a portion of meat ration.

Arrival of the elephants at Adigrat.

While the Commander-in-Chief halted at Adigrat, the 4th King's Own Royal Regiment, the Belooch Battalion, the 10th Company of Royal Engineers, and the G Battery 14th Brigade of Royal Artillery, joined him. With these troops came a convoy of 1,071 mules, carrying one month's food for the Adigrat force. At the same time two elephants were brought up to be shown to Kassai at a meeting, which it was believed that Prince intended to have with Sir Robert Napier on the road between Adigrat and Antalo. In Abyssinia, elephants are considered untameable by the natives, who refused to believe that it was possible to reduce them to a state of subordination to man. The passage of the elephants through the country was, therefore, followed by crowds of wondering and awe-struck Abyssinians, who formerly thought that anyone who told them that an elephant could be tamed was dealing in the most flowery romance.

Arrival of Armstrong guns

A sensation, second only to that caused by the elephants, was created by the arrival of the battery of Armstrong guns. It was doubtful whether it would be possible to get guns over the very difficult road between Senafè and Adigerat. The gunners, however, achieved their task, though not without considerable difficulties.

News from the captives of the 17th January.

The latest news received from the captives confined at Magdāla, by the middle of February, was dated the 17th January; and of those in the King's camp up to 9th January. All the prisoners were well. A detachment of troops left Magdāla on 8th January,

* For detailed reductions of followers, see Chapter XXIX. For reduction of rations, see Chapter XXIV.

joined the King in his camp, and were to return to Magdāla with about 400 prisoners. The imprisoned Europeans were among the number; their leg fetters had been removed, and handcuffs substituted, so that they might march. King Theodore's movements.

There was nothing in the information received to show how far the King apprehended the present posture of affairs, or what course he intended to follow. He was using every endeavour to get the road towards Magdāla made, working with his own hands, and making the free Europeans help. He had made some slight progress, and had arrived at the bottom of the valley of the Jedda River. It was calculated he would reach Magdāla about the end of February, though, by abandoning his camp, he could any day arrive there. The people of Talanta continued submissive to him, but those of Daont had again refused to submit to him. His soldiers were suffering from scarcity of provisions and transport.

It was reported in Magdāla that Menelek, the King of Shoa, had again set out for that fortress, better prepared to act against Theodore than on his former visit.

A detailed communication from one of the captives sent to friends in England, and there published, had by some means reached the King's camp, and was in the hands of M. Bardel. Apprehensions were entertained that he would use it to the injury of the prisoners.

At Zula, arrangements were actively continued for the disembarkation of troops and animals and the landing of stores. On the 6th February, the first detachment of 12th Bengal Cavalry arrived, and Sir Charles Staveley was requested to push them forward as rapidly as possible; and orders were sent to Aden to send on the 10th Bengal Cavalry (which had been detained at that port), as Cavalry were much required for postal duties. Arrival of Bengal Cavalry.

On the 17th of February, Sir R. Napier applied to the Governor of Bombay, for the 26th Foot to be sent to Abyssinia at once. Measures were ordered for clearing the Tekonda route to afford a double line of communication between the highlands and the sea. A depôt for sick mules with a veterinary-surgeon attached was formed at Focada on the 14th February. On the same day, 82 of the remounts for the 3rd Cavalry arrived at Zula. These were landed on the 20th, and ordered up to the front at once. 26th Foot applied for.

Additional officers were at this time much required for the Transport Train, and an application was sent to Bombay for them.* Permanent staff officers of the Transport Transport Train arrangements.

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* On the 26th February, the following letter was addressed to the Governments of India and Madras by the Secretary to the Governor of Bombay. Application to India for additional officers for the Transport Train.

Major-General Staveley, under date 7th February, writes as follows:—

"I am directed by His Excellency the Commander-in-Chief, who has himself proceeded to the front, to "request that the services of 16 additional officers may be immediately placed at his disposal for service with "the Transport Train, the duties of which, under the peculiar nature of this campaign, require an amount of "supervision which could not have been foreseen.

"It is highly desirable that the officers selected should be active and energetic, and have a fair knowledge "of Hindustanee.

"It suggested that if any such qualified officers should be on their return from England, it may be arranged "to stop them *en route* for service here."

No more officers can be spared from this army. As respects detaining officers on their return from England, His Excellency Sir R. Napier has already directed that any on their way to Bombay shall be detained for service in Abyssinia.

I am desired to submit Major-General Staveley's request in the hope that the Government of India may be able to send at least a part of the number of officers asked for.

I have had the honour of addressing the Governor of Madras in the same sense, asking them if possible to send eight officers.

Station Staff officers appointed.

Train were appointed at Zula, Senafè, and Adigrat. The duties of these officers were to superintend the Train depôts at their stations, to receive and to issue equipped animals, and to arrange for the supply of grain and forage for all train animals which passed through their stations, and to entertain Abyssinians to look after sick mules at a monthly salary of six or eight dollars, with a reward of two dollars for every sick mule fit for work. All large mules were at the same time ordered to be trained for draught, and Maltese carts were to be brought into use. Instructions were also issued to all Commissariat and Transport Train officers throughout the country, authorizing them to purchase all serviceable mules they could obtain. The want of fresh vegetables was so much felt, that on the 16th February a request was sent to England to despatch a quantity of vegetable seeds of different kinds. On the 17th February, Major-General Malcolm arrived at Adigrat from Senafè, and assumed command at that post.

Maltese Carts.

Purchase of Mules in Abyssinia.

Vegetable seeds.

Orders for working Transport Train.

Orders were now issued that a working party at every station should be provided, as occasion required, for the loading and unloading of all Land Transport Corps convoys that might arrive or depart.

Drinking arrangements.

Officers commanding stations where troughs for watering purposes were not provided in sufficient quantities, were requested to utilise the empty ghee casks. These were thoroughly cleaned, and then sunk in rows near the watering-place, and filled either from the overflowing of the troughs or by some other special arrangement.

Ration certificates.

Orders were issued directing that all detachments and convoys moving up or down between Zula and the front, were to be furnished with ration certificates on the station they might be proceeding to. A responsible individual was in all cases to precede the detachment, furnished with full information for the officer commanding the station, regarding its strength, probable time of arrival, &c., and also with the ration certificate. By this means every requisite arrangement was made for the reception of detachments. As it was of great importance to avoid small detachments, as they were away from supervision, and animals were liable to be for a long time unavailable, every possible effort was to be made to send detached officers, or small parties, with convoys—of which the mules of such parties were to form a part. When this could not be arranged, all officers and others to whom carriage was entrusted were required to see personally to the feeding of their transport animals.

Arrangements for feeding mules.

Small detachments of mules prohibited.

Water-bags.

Every mule was provided with a water bag, or "kullee," and the transport officer in charge at each station was to see this bag filled, prior to the march commencing.

Watering and feeding.

Officers commanding at each station in the pass were to tell off a few men as policemen, whose duty it was to see that all animals as they arrived with convoys, &c., were watered and fed.

Officers commanding troops on the march were also directed to see that every attention was paid to the watering and feeding of the baggage animals.

Mode of supplying depôts with stores.

The supply of Commissariat stores for the depôts established at Senafè and Antalo was perhaps one of the most important subjects for arrangement in the campaign. This was effected by what was styled "the through system," viz., the conveyance of stores and supplies by convoys of animals making regular marches from Zula to Senafè.

Relative advantages of the "Through" and the "Postal" systems.

The establishment of permanent depôts at Kumayli, Suru, Undul, and Rahagedi, admitted of the adoption of a *postal* system, by which, as pointed out by the Quartermaster-General's Department, an increase could be made in the amount of supplies delivered at Senafè. For instance, to deliver daily at Senafè 500 Loads of Provisions, weighing 140 lbs. each, by this plan, allowing 6 hours for the performance of each stage from

Zula to Senafè, and by arranging the despatch of the convoys at the same hour daily would enable the supplies to be delivered at Senafè within 30 hours of their departure from Zula, no mule being absent from his depôt for more than 24 hours, and by this means 70,000 lbs. of provisions might be delivered daily at Senafè by 500 mules, or 770,000 every eleven days. By the through system a convoy leaving Zula was 10 days on the march, and halted the 11th day; and allowing an average load of 155 lbs. per mule, and deducting 45 lbs. of beans consumed during an absence of 10 days, each mule would deliver 110 lbs. only of provisions at Senafè in 11 days, and allowing for the necessary numbers to compensate for the mules employed in stocking the depôts on the "postal" system, the total amount delivered in Senafè on the "through" system every ten days, would be 592,350 lbs., instead of 770,000 by the "postal" system, thus showing that by the latter system the delivery at Senafè might be increased by 177,650 lbs. in 11 days. Moreover, as no mule would ever be absent from its depôt for more than 24 hours, supervision would be easy, and the officer in charge could be held responsible for the condition and efficiency of the animals, which was not possible with the through system; the number of spare mules to accompany each convoy would also be materially reduced, neither mules nor followers would be subjected to any sudden change of climate, and the weight of clothing, &c., carried by the latter would be lessened; animals would travel much more easily along a road with which they were familiar, and would benefit by less frequent change of water, &c. The medical treatment would be under greater control, and no sick animal could be called upon to perform two journeys. Returns would be simplified, and the number of animals at each post more easily ascertained, and mules could be fed and watered at the same hour each day.

The Controller of Supply and Transport also advocated the "postal" system; but the Deputy Commissary-General was against it; and the Commander-in-Chief, taking all the circumstances into consideration, and especially the delay that must be involved at a critical time in changing the "through" for the "postal" or "staging" system, decided on adhering to the former, though it would doubtless have been more beneficial to the Force if it had been worked efficiently from the commencement.

Store ships for ordnance and regimental stores.

The following ships were allotted as store ships at Zula for departments:—

"The Elizabeth Henderson"—for powder and ammunition.

"The City of Agra," for ordnance stores, and arms and accoutrements of men located in the hospital ships.

"The Indian Chief," for the baggage of individual officers, regiments, or Departments.

A storekeeper was nominated by the Principal Transport Officer, to take charge of all stores deposited in the "Indian Chief," and to issue them, as demanded, under proper authority.

Regimental ammunition.

The ammunition in charge of Infantry regiments serving at or beyond, Senafè, was fixed at 200 rounds per rifle musket. The quantity over and above what was carried by the soldier was considered as the first reserve. The proper proportion of this reserve always accompanied any portion of the regiment that might be detached.

Reserves.

The second reserve was at Senafè under charge of an officer, and consisted of the following amount:—

Snider ammunition	..	250 rounds per rifle.
Musketry do.	.. ..	150 do. do.
Carbine do.	.. ..	100 do. per carbine.

The remaining portion remained at Zula under charge of the Commissary of Ordnance.

Ammunition in store at Zula.

On the 13th January there were 67,000 rounds of "cartridges, ball, carbine, Cavalry, ·67," and 1,588,010 rounds of "cartridges, ball, musket ·656," in store at Zula, exclusive of what regiments brought in regimental charge.

Artillery reserves.

The following stores were sent to Senafè as a first Artillery reserve :—

Balls, light 8-inch	..	..	20
Canvas, Europe	..	yards	500
Cases, quick match	..	..	4
Chalk	..	lbs.	10
Chests, gunner's	..	..	1
Cloth, Dungaree	..	yards	100
Cylinders, 8-inch	..	..	2
Drag-ropes, H. O.	..	pairs	2
„ L. O.	..	„	6
Extractors, Fuze	..	..	2
Fuzes, mortar, 1st size	..	..	100
Handspikes	..	..	36
Measures, powder	..	set	1
Needles, sewing	..	..	100
„ sail	..	..	50
Parbuckles	..	..	1
Plummets, leaden	..	..	4
Pockets, tube	..	..	4
Portfires	..	..	30
Powder, Ordnance, Bombay	..	lbs.	1,000
Prickers, cartridge	..	..	6
Quadrants, folding	..	..	2
Quoins, mortar, 8-inch	..	..	3
Rope, cotton	..	lbs.	1,000
„ hempen, 2-inch	..	yards	100
„ „ white 3-inch	..	„	10
Implements, fuze, siege, No. 4	..	set	1
Lanyards, tube	..	..	12
Lashing, country	..	lbs.	500
Levels, spirit	..	..	2
Match, slow	..	lbs.	20
Scales, copper, 4th Class	..	..	1
Shells, carcass, filled, 8-inch	..	..	10
„ common 8-inch	..	..	100
Shovels, powder	..	..	1
Sieves receivers	..	..	1
Skins, sheep	..	..	6
Sockets, portfire	..	..	2
Sponges, mortar, iron	..	..	2
Thread, cotton, hemp, and worsted	..	lbs.	30
Tubes, friction	..	..	2,500
Weights for weighing powder	..	set	1

For G Battery 14th Brigade Royal Artillery

1st line of wagons and 3 of 2nd line.

For Steel Guns.

Shot, case	..	..	120
Shell, common	..	..	360
„ shrapnel	..	..	360
„ double	..	..	240
Cartridges	..	..	1,500
Fuzes for common and Shrapnel shell	..	..	750
Cartridges for double shell	..	..	250

For No. 5 Battery 25th Brigade Royal Artillery.

Shot, case	..	..	60
Shells, common	..	..	180
„ shrapnel	..	..	180
Cartridges	..	..	500
Fuzes for common or shrapnel shell	..	..	500

For the carriage of the above, exclusive of the stores for the G Battery 14th Brigade, 120 mules were allotted.

The following were the stores of the second Artillery reserve at Zula :—

For G Battery 14th Brigade Royal Artillery.

3 ammunition wagons complete.

For Mountain Train.

As at Senafe.

For 8-inch Mortar.

Powder, Ordnance, Bombay	..	lbs.	500
Shell, common 8-inch	..	..	100
Fuzes, common	..	..	150
Tubes, friction	..	..	1,000
5½-inch mortars, with 100 rounds a mortar	..	..	6

Postal arrangements.

Officers commanding regiments of Cavalry, stationed south of Senafè, were ordered, invariably to send two mounted soldiers with all despatches, letters, or messages forwarded to the front or rear.

A way-bill, in accordance with the following form, was ordered to be furnished by officers in charge of Transport Trains at different stations, when they despatched convoys, or even single mules. This way-bill was to be sent with the convoy, and shown to Transport Train officers *en route*, and was to be retained by the Train officer at the place of destination:— Way-bills for Transport Train.

Number of Men.	Number and kind of Animals.	Where from and Date. a.m. p.m.	Where to.	On what Duty.	If conveying Baggage, name of Officer in Command.	Rations supplied to date.		Remarks.
						Men.	Animals.	

Morning and weekly states of animals, according to the following forms, were adopted throughout the whole of the Land Transport Train. Morning and weekly states for Transport Train.

A copy of the morning state was to be submitted by the officer in charge at each station, for the information of officers commanding divisions or brigades, and a copy of the weekly state was to be forwarded regularly by the Director of the Transport Train, to the Assistant Quartermaster-General at Head-Quarters.

MORNING STATE.

Animals.	Division of Transport Train. A. B. C. &c.	Remaining last Report.	Since last Report.			Remaining this day.	Remarks.
			Missing, Stolen, or Strayed.	Died.	Found or Recovered.		
Elephants ..							
Mules							
Ponies							
Camels							
Bullocks							

WEEKLY RETURN.

Animals.	Imported and landed at Zula.	Purchased in Africa.	Died.	Missing, Stolen, or Strayed.	Remaining this day.	Remarks.
Elephants						
Mules						
Ponies						
Camels						
Bullocks						

Accommodation for sick seamen at Zula.

In Annesley Bay middle compartments of the hospital ship "Mauritius," accommodating 44 sick, were allotted for the reception of sick seamen of the merchant ships, when not required for sick soldiers. The charge for dieting such sick was fixed at 2*s*. a head per diem. This sum was recovered by the Purveyor on board, from the masters of transports, immediately on their men being discharged from hospital. In the event of a ship leaving Annesley Bay before such discharge from hospital, the accounts were forwarded to the Principal Transport Officer, who took the necessary steps to recover the amount from the owners, in accordance with the provisions of the "Merchant Shipping Act."

Charges for dieting.

Telegraph office opened.

The line of telegraph was completed from Zula to Senafè on the 14th February, and telegraph offices were opened at those places, as well as at Rahagedi, Undul Wells, Suru, and Kumayli.

Transport Train arrangements.

At Adigrat orders were issued that whenever troops marched, the number of mules to which officers of the Staff, corps, or departments were entitled according to the Regulations, was to be handed over to them the evening previous to the march; and that each corps was to tell off an officer and a fatigue party, whose special duty it was to see the mules attached to it properly fed and watered every day. During the march, these mules were entirely in the charge of the officers, departments, or corps to which they were attached, and at each new encampment were picketed in rear of their respective lines. This order did not apply to the Commissariat Department.

Mules to be handed over the evening previous to a march.

5 per cent. spare mules allowed.

Commanding officers of corps and detachments on the march, and officers in charge of convoys, were directed to see that the spare mules allowed, at the rate of 5 per cent., were handed over in charge of the rear guard, and on no account laden, except in the event of some of those carrying loads actually breaking down upon the march, and by the men of the rear guard.

Indian local rank granted.

Under instructions from the Home Government, Indian local rank was held to be in force in Abyssinia.

The following instructions were at this time issued by Sir Robert Napier, for the guidance of officers commanding troops on the line of march, for the selection, position, and protection, &c., of encampments :—

Instructions for officers on the line of march.

"The hour of march will be regulated according to circumstances. As a general "rule, however, when not too cold, and the march exceeds eight miles, troops should be "roused half an hour before daylight, and should march one hour and a half after the rouse.

"Strict supervision must be exercised over the loading of the baggage animals by "all Commanding Officers; and all officers of regiments and batteries should be ordered "personally to inspect this important duty.

"One non-commissioned officer or private should be told off to every six mules, and "it must be distinctly explained to him that those six mules under his charge are to be "kept together during the whole march. Should the load of one of them require re- "adjusting, the whole six must be stopped. One muleteer will remain at the head of the "string, and the other assist in fastening the load properly. The soldier in charge will "invariably march in rear of the six mules placed under his charge.

"Besides these men, a regular baggage guard will march in the middle and in rear "of the convoy. Its strength must be determined by the length of the convoy of baggage "it has to protect.

"The regulations regarding the mode in which marches are to be conducted should "be strictly adhered to.

"All straggling must be strictly prohibited.

"The proportion of spare mules allowed to a column must invariably accompany "the rear guard, and on no account must any one be allowed to ride on them.

"A medical officer, with a few riding mules, and one or two dhoolies, should accom- "pany the rear guard, in order that assistance may be afforded to any follower or soldier "in the rear or baggage guard who falls sick whilst on the march.

"When European troops form part of the column of route, and the march exceeds "ten miles, arrangements should be made, if possible, for giving them their breakfast "when half way.

"When the three arms are marching together by daylight, and it can be permitted "without danger to the force, Cavalry and Artillery should be allowed to march in front "of the Infantry, and should not be required to slacken their pace. By night, the "Infantry should lead, Artillery should follow, and Cavalry close up the rear, so as to "ensure the whole force being kept well together.

"When marching by daylight, should Artillery meet with an obstacle which enables "the Infantry to come up to it, the latter should be allowed to pass and to continue their "march, leaving, if necessary, one company or more to assist the guns.

"The site of camps should be carefully selected on ground where the troops com- "posing the column can defend themselves properly if attacked. Artillery should never "be placed on a flank, unless protected by an impassable obstacle, such as an unfordable "stream; and Cavalry should be posted on the flank, where the ground is most open, "and consequently best suited for it to work in.

"No fixed rules for the laying out of camps, and the disposal of troops in them, can "be laid down; but each arm must be posted so that it can act to the best advantage, "and the whole camp should be pitched as compactly as possible.

"Due precautions must be taken for the security of the camp by day and night. "Cavalry picquets (and Infantry if necessary) should be pushed well forward, and "vedettes ordered to patrol along the front and flanks.

"The quarter and rear guards of regiments and detachments should find the number "of sentries and police requisite to maintain order within the camp; and the latter "should receive express orders to prevent camp followers wandering about the camp or "making a noise after tattoo, and should make prisoners of all other Natives, not being "camp followers, who may be found within the lines after dark."

CHAPTER XII.

OPERATIONS FROM THE 18TH FEBRUARY TO THE 10TH MARCH.

Arrangements for native carriage.

JUST before Sir Robert Napier left Adigrat, intelligence was received from Brigadier-General Merewether, who had been deputed to develop the resources of the country on the line between Adigrat and Antalo. He had previously been successful in inducing the nomade tribes in the neighbourhood of the pass, and also the Abyssinians themselves on the highlands, to come forward and undertake the carriage of supplies with their bullocks. He now reported his having concluded a similar convention with two villages—one Mussulman, the other Christian—on the line of advance. Such assistance was inconsiderable in its extent, of course, in proportion to the amount of transport required; neither could its permanency be relied on; still, every such contribution that could be drawn from the resources of the country was a valuable point gained. 800 bags of grain, representing some 50,000 lbs. weight of flour, rice, and dhall, had just been delivered at Camp Agùla, having been conveyed there from Adigrat by means of local transport. These were to be conveyed on to Antalo, as soon as a new convention on the subject of local transport was concluded at Agula. Every endeavour was, of course, made to buy up grain at Agùla.

Departure of Sir Robert Napier from Adigrat.

After the departure of the column under Brigadier-General Collings, which consisted of the A Battery 21st Brigade Royal Artillery, the 3rd Sind Horse, and the Head-Quarter Wing, 33rd Regiment, from Adigrat, two companies of Beloochees, and a company of Sappers and Miners were pushed forward to repair the road, which General Collings reported as very bad. Sir Robert Napier himself marched from Adigrat on February 18, with a wing of the 1st Battalion of the 4th Regiment, Head-Quarters and two companies of the 10th Native Infantry, 4th Company of Bombay Sappers and Miners, four guns of the Armstrong Battery of Royal Artillery, the Head-Quarters of the 3rd Bombay Cavalry, and a detachment of Royal Engineers, with provisions for thirty days, carried on 630 mules.* In two marches he reached Adabaga, where it had been

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* 3rd Cavalry .. .. 170 sabres
G Battery 14th Brigade Royal Artillery .. .. 70 men .. 4 guns.
10th Company Royal Engineers .. .. .. 30 „
4th King's Own Royal Regiment .. .. .. 350 „
10th Native Infantry .. .. 160 „
780

expected that Kassai, Prince of Tigré, would come for an interview. The Prince did not, however, immediately make his appearance, and a halt was made at Adabaga, partly to give him every opportunity of arriving, but more to allow troops and supplies provided with deficient transport to work up towards the front. The troops which had advanced beyond Adigrat at this time were the column under Sir Robert Napier, which, with the Beloochees and Sappers employed on the road, mustered about one thousand men,—the pioneer force and column under Brigadier Collings, which were together about equally strong, and were collected in the vicinity of Antalo, and a few detached posts of cavalry scattered along the road, hardly amounting to 100 sabres. At Adigrat itself, which was being converted into a fortified post, there were left in garrison a wing of Native Infantry, two of the Armstrong guns under Captain Lluellyn, R. A., and two companies of sappers, who were employed in making the road practicable for wheeled carriages down a very difficult and precipitous descent, about four miles north of Adigrat. These were all the troops in front of Senafè, the key of the Kumayli Pass, and the great depôt on the highlands. They were not many. Indeed, they did not muster as many sabres and bayonets as an ordinary brigade of a continental army. Yet so weak was the transport, which was only recovering from the casualties and confusion caused by its originally defective organization, that no more troops could be sent up to support the advance, for the simple reason that food could not be got forward to supply them.

Disposition of troops.

At Adabaga, the arrangements for the reduction of tents and baggage, noted at page 400, were carried out, and orders were issued for the return of nearly all the Indian followers to Zula, whence those that could not be usefully employed were shipped off to Bombay. This step caused a great improvement in the efficiency and mobility of the army. It relieved the Commissariat Department of the feeding of many thousand mouths, the Transport Train of the carriage of their provisions, and reduced considerably the long lines of baggage and camp followers, which had hitherto toiled for many a mile in rear of the marching columns. A few followers only were retained. These were, for public purposes, employed in the hospitals, or were destined for the carriage of sick or wounded: if they had been sent away, fighting men would have had perforce to supply their places. Officers' servants were all sent back to Annesley Bay, and the officers were obliged to rely upon such assistance as they might obtain from the soldiery. The troopers of the cavalry were deprived of their syces and grass-cutters, and their dismissal greatly assisted the rapid prosecution of the campaign.* The troops in front of Adigrat were ordered to deposit all superfluous baggage at Antalo, while those which were to be pushed forward from Senafè left their excess in store at Adigrat. Beyond these two places each officer was restricted to a weight of 75 lbs. in baggage, in which had to be included his bedding, and the whole of both the necessaries and luxuries of life which he might wish to carry with him. Each soldier was allowed 25 lb., inclusive of bedding. This reduction rendered many animals previously employed in the carriage of regimental and private baggage, available for the transport of food. Its importance may be seen from the simple statement, that while, according to Indian regulation an European battalion would have about 1,200 mules for the carriage of its baggage and 600 camp followers, inclusive of muleteers; under the regulations now suggested by the Quartermaster-General's department, and adopted by the Commander-in-Chief, the same

Return of all followers.

Second reduction in baggage.

* For the details of this reduction, *see* Chapter XXIX.

battalion could march efficient with 187 mules and 96 followers.* This was an enormous saving, and to this order by Sir R. Napier reducing baggage, and disposing of all superfluous followers, was doubtless in great measure due the rapid and successful termination of the campaign, for in such a country as Abyssinia, no supplies could be obtained worth speaking of, except meat, which the Indians hardly eat, and any day, through the caprice of a petty chieftain, baggage and convoys might have to be carefully guarded. The feeding of the Native followers had hitherto been a great burden on the Commissariat and Transport, for while the rations of the European principally consisted of meat, which walked on its own legs, those of the Indian, consisting of flour, rice, and butter, had to be wholly carried on pack animals.

Description of road from Senafè to Antalo.

The road from Senafè to Adigrat was as yet practicable only with the greatest difficulty for wheeled carriages. The Armstrong guns were, in fact, the only carriages which had come over it. The great difficulty lay in the steep descent at Khasaber, north of Adigrat. A few carts which attempted the passage here rolled over the hill-side, but by the labours of the Sappers under Captain Goodfellow, a good road was constructed here within a few days after the Commander-in-Chief had passed. The road from Adigrat to the South ran for the first five miles up a gently rising valley, bounded on the east by stony hills covered with cactus and acacia, on the west by the towering and precipitous cliffs of Mount Alequa. Then one of the spurs of the western mountain stretched straight across the valley and barred the way. The labours of the Beloochees made a road up the side of this spur, which was surmounted by a wide plateau of sandstone. After keeping two miles across this plateau, the road suddenly plunged down into a deep and rugged ravine; both down and up the banks of this chasm the way was extremely difficult, and its difficulties had unfortunately been overlooked by the pioneer force, which,

Carriage and followers allowed to a British regiment on the reduced scale, compared with carriage and followers allowed in India.

* CARRIAGE required for a Regiment of British Infantry on the revised scale.

STRENGTH.

30 Officers. 600 Men.

10 tents, for officers	7 mules.
30 Officers' baggage	15 „
Hospital tents	3 „
Staff serjeants and hospital establishments	1 „
Tents for stores and guards	1 „
Tents for non-commissioned officers and rank and file	21 „
Baggage of 600 men	100 „
Stores	1 „
Cooking utensils	5 „
Armourers' stores	1 „
Entrenching tools	8 „
Hospital stores	12 „
Sick carriage	12 „
Total, exclusive of spare ammunition	187

Followers.

Bheesties	40
Cooks	20
Doolie bearers	36
Total followers, public and private, for a regiment	96

In India it would be entitled to 1,200 mules, carrying 200 lbs. each, = 240,000 lbs.
In Abyssinia, 187 mules at 150 lbs. each = 28,050 „
In India entitled to 600 followers. In Abyssinia 96.

From a Sketch by Mr R. R. Holmes

J. Ferguson Lith.

PLOUGHING IN ABYSSINIA

Lith. at the TOPL DÉPOT of the WAR OFFICE
COLL SIR H. JAMES, R.E. DIRECTOR

occasionally, had been more careful in marking out the easy parts of the level that required little labour than in buckling to on the rugged defiles or the steep and broken hills. Here the guns had to be unlimbered to allow them to be got round the sharp angles of the track; horses had to be taken out and led up singly, while the gunners and some of the 10th Native Infantry dragged the guns up by hand for a distance of about half a mile. Beyond this deep ravine the road again passed over a wide plateau, bounded by distant cliffs, which raised their sharp and serrated peaks clear against the sky. The plateau itself, clothed with short grass, in which lay enormous numbers of loose stones, and occasionally broken by massive lumps of sheet rock, bore a slight resemblance to the moorland of the Scottish border. It dipped gently to the camping ground of Mai Wahez, where a halting place and watering station were established. In the neighbourhood of Mai Wahez, which was 14¼ miles from Adigrat, there was an appearance of considerable cultivation. In many fields, carefully irrigated by artificial channels from the nearest watercourses, young crops of barley were showing their green shoots above the black loamy soil. It said much for the discipline of the army that when forage was desperately scarce, no horse wandered from the road to feast upon the tempting provender which lay so close within reach. But nowhere was the least damage done to the property of the inhabitants, who extorted enormous prices from the soldiers, and somewhat despised an army which paid and did not take. Honesty was, however, the English General's best policy; for a single day of plunder would have driven the people, with their cattle, into the hills, the supply of meat would have been cut off, and the few provisions which were obtained from the natives could no longer have been procured. Beyond Mai Wahez the country still improved. About four miles beyond that place the road dropped down a steep descent, where the wheel horses could alone be kept to the guns, and where strong working parties had to be kept to the drag ropes behind to prevent them from rushing down the slope by their mere weight. Then a wide and undulating valley stretched away for about eight miles, covered with high-standing grass, dried and yellowed by the tropical sun. On the left, on some high sandstone cliffs, were perched several ambas, or Abyssinian fortresses, more formidable from their natural position than from their artificial defences. They consisted only of walls built of stones and mud, at the summit of precipitous cliffs, which are always selected as their site. About nine miles across the plain some low hills were reached, rocky and bare, except for several groves of euphorbias, which sprang up in groups from the few hollows where soil lay thick. In one of these was the camp of Adabaga, where the Commander-in-Chief arrived on February 19, and halted for several days. Adabaga was 30¾ miles from Adigrat.

Mai Wahez.

Adabaga.

During the stay at Adabaga, letters were received from the prisoners at Magdāla, dated 20th January, and from Mr. Flad, in Theodore's camp, dated the 19th of the same month. These told that Theodore was still engaged in attempts to get his ordnance and heavy baggage into Magdāla, and that on account of the difficulties of his task, he could not be in the fortress until the first week in March. At this time many schemes were proposed for rapid advance of the troops, by means of forced marches or of flying columns. The proposers of these ideas forgot, however, that without food troops can neither march nor fight, and as little could be obtained in the country, the army had to depend all but entirely on its transport train and shipping. The former was not yet in such a state as to allow of the rapid advance beyond Antalo of even a diminutive force. Even if it had been, the advance of such a force would have been useless, for it would not have been large enough to protect the convoy, which carried its own provisions, or to efficiently guard one battery of mountain artillery. If it could have repulsed Theodore, it would have been too small to invest Magdāla, too weak to attack the place, and

Letters from Magdāla of 20th January.

would have had to halt in a country entirely devastated by his army. If it did not drive Theodore into his fortress, its fighting men might have held their own against him, but he could have cut off its baggage animals, and intercepted its communications with the main body.

On arrival at Adabaga, orders were issued for the remainder of the 4th and 33rd Regiments to be pushed on from Senafe to Adigrat, a depôt being formed at the former place for all weak and sickly men. On the 16th of February, 400 of the 2nd Bombay Native Infantry marched from Zula to the Pioneer camp to aid in the construction of the railway, which had now been pushed 6 miles in the direction of Kumayli. Commissariat trains were now carried from Zula to the furthest point of the railway whence the Transport Train commenced its work. About this time the Punjab muleteers, who had been applied for to replace the Egyptians and Persians, began to arrive; the first party of about 900 reached Zula on the 19th February, and a number of camels, mules, pack bullocks, and a quantity of railway plant, and military and Commissariat stores were daily arriving. The whole of the Turkish drivers were accordingly sent back from the highlands, and replaced by Punjabees.

Railway at Zula.

Turkish drivers sent back.

On the 23rd February, Sir Charles Staveley left Zula for the front, and Brigadier-General Stewart assumed command at the port of debarkation. By a return dated 14th February, the strength of the Land Transport Train was as follows: 2,363 camels, 8,848 mules and ponies, 976 pack bullocks, and 463 draught bullocks. Total, 12,650 animals; of these, 2,631 were sick, and 10,019 reported efficient.

Departure of Sir Charles Staveley from Zula.

Strength of Transport Train.

There were 194 Indian carts at work, and 177 Maltese. Of the mules and ponies, about 4,788 were engaged in the transport between Senafè and the front; 760 of these were sick at Focada. The remainder, the camels, and the carts plied between the base

Railway progress report.

* Railway Progress Report, from Saturday 15th to Saturday 22nd February, 1868.

	Miles.	Yards.
Railway permanent way :—		
Completed, 15th	5	430
Completed, 22nd	6	30
Balance to complete to Kumayli ..	5	1,730

87 yards siding also completed near the Commissariat trains which are now running. These stores are carried away by the transport animals from Kumayli.

Two bridges of two spans of 20 furlongs, one span of 20 feet have been put up. The railway camp has been removed to the 6th mile.

One officer on the railway and one plate-layer reported sick.

A well 50 feet in depth has been sunk near the large bridge, which is being made beyond the 6th mile. Water has been found of lower temperature and better quality than that obtained at the Pioneers camp, four miles from Zula. The quantity is limited at present.

Lieutenant Merewether's earthworks are progressing. A junction of his work from Kumayli with Captain Darrah's is anticipated in nine days.

The ground over which the railway is now being made is rough and stony, necessitating many curves, and consequently increased labour in plate-laying.

The rails from Kumayli are very bad. They are worn, seated, and much bent.

The engines and trains are in constant use, and large quantities of stores are carried up by the trains from the new pile pier in which two lines of rail have been laid.

of operations and Senafè. There were at Zula about 100 Maltese carts. These were not at work, but orders were sent that the largest and strongest pack mules should be picked out and sent immediately to work them. Necessity for additional transport.

The chain of communication was already very long for our limited means, which were further cramped by the large proportions of the sick list. Animals sent as reinforcements arrived, not in masses, so as to allow of a homogeneous reformation of the Transport Train, but, coming in driblets, hardly sufficed to repair the periodical casualties due to sickness and over work. No exertions were however spared to bring quickly to Zula a sufficient supply of transport animals. On the facilities for transport depended the progress of the campaign, and it would be long or short, according as animals were supplied slowly or quickly. It must be remembered that the country was so devastated by intestine tumults, and so poverty-stricken, that, though we readily obtained all the supplies the inhabitants could spare, these did not even feed the men left as garrisons of the posts on the line of communication. Meat and firewood could be indeed obtained in tolerable plenty, but for all other supplies the marching troops had to depend on the Transport Train, which had also to carry up from the shipping most of the grain consumed, not only by the horses and animals of the combatant branches of the service, but also the provender of its own animals. Thus, the conveyance of the baggage and material of the moving columns, which in other theatres of war is the main duty of the transport train, became here the smaller portion of its labours. It was the conveyance of food and supplies which taxed its resources and caused it to require such a high numerical strength. No local transport could be obtained in any large quantity. By great exertions *sixty-four* mules had been purchased at Adigrat. Contracts had been made with the natives for the transport of supplies by native bullocks, but this source of transport was precarious, and could not be obtained in sufficient quantity to take much pressure off the Transport Train. Poverty-stricken state of the country.

The troops in advance of Adigrat had with them from a fortnight's to three week's provisions, and those at Adigrat were to advance with a similar supply. At this time, the troops and followers on the highlands might be said to consume about 10,000 rations, or 270 mule loads daily, and to be supplied for a fortnight; while the number of rations daily delivered at Senafè might be estimated at 20,000, so that at Senafè a daily surplus of 10,000 rations was collected. At this rate, it would require six months' to collect six months' provisions for the few troops on the highland. Amount of rations daily consumed.

The health and spirits of the troops continued excellent, notwithstanding the severe toil of working parties and heavy marching to which they had been subjected. The climate was cool and agreeable. In the daytime, the thermometer averaged from 70° to 80° Fahrenheit in the shade; at night, it often sank to freezing point, and sometimes even lower. There was no sickness worth speaking of on the highland.* Health of troops.

On February 23, Sir Robert Napier ordered the small column which he had brought with him from Adigrat, to be ready to march the following day from its camp at Adabaga towards Antalo. All was prepared for the advance to the south, when, early next morning, intelligence was brought that Kassai, Prince of Tigrè, was advancing towards Hauzen, to seek an interview with the Commander-in-Chief. Hauzen lay in the Haramat Plain, about 12 miles to the north-west of Adabaga, which itself is about 30 miles south of Adigrat. The orders for the advance were at once countermanded, and the force held in readiness to move to meet Kassai. Advance to meet Prince Kassai.

* For complete Medical Reports, see Chapter XXXI.

It was arranged that the meeting should take place on the banks of the Dyab, a small stream which runs from south to north, about midway between Adabaga and Hauzen. Soon after daybreak on the 25th, the British troops were under arms, and, leaving a hospital guard at Adabaga, moved towards the Dyab. The ground was rough and stony, but in the cool morning the troops, accompanied by the Armstrong guns, quickly traversed the distance; and while the sun was still low, their camp was pitched in some gently-undulating ground laden with tall grass, about half a mile from the eastern bank of the Dyab. On the further side of the rivulet, which runs between steep and marshy banks, the ground rose for about half a mile in a gentle slope. Here the Abyssinian camp was to be placed, for it was agreed that the rivulet should separate the troops of the two armies. Above this slope some jagged sandstone cliffs, beyond Hauzen, rose sharply to the sky, and formed a background to the picture, which was bounded on the right hand and the left by tall though distant mountains. On the right rose the bell-shaped Amba Tsion, a conspicuous landmark visible for miles. Amba Tsion terminates abruptly the range of Demba Lul, and is the principal stronghold of the Province of Haramat. It was said to be inhabited only during the rainy season and in time of war. Vedettes and signallers were posted towards Hauzen to announce the approach of the Tigréan chief, but for some time no report came in to say that he was drawing near.

Dyab.

Meeting with Prince Kassai.

A little before eleven o'clock the Abyssinian vanguard was in sight. The vedettes and signallers were withdrawn to their own side of the Dyab, and shortly afterwards a dark group crowned the slope opposite the British camp, where a red tent was quickly pitched. A red tent is the sign of a King's presence in an Abyssinian army. In about half an hour the news was received that Kassai's main body, with drums beating and standards flying, was moving towards the Dyab. In a short time the group of men round the tent was largely swollen, and soon some soldiers could be made out on the summit of the hill. A few minutes before mid-day the army of Tigré began to advance down the slope towards the river. It numbered about 4,000 men, who moved steadily in a long deep line, to the sound of rude kettledrums. Two yellow and red pendants, borne aloft in the centre, marked the position of the chief. As soon as the Abyssinians began to move, the British troops got under arms, and in a few minutes, from the opposite direction, were moving down towards the water. They halted about 100 yards from the stream, where a tent had been erected for the meeting. The British Commander-in-Chief, mounted on an elephant and followed by his Staff, rode down to the banks of the rivulet. The elephant was used on this occasion to impress Kassai, as the Abyssinians fear these animals much, and have never attempted to tame them. Close to the stream he dismounted from the larger animal, and mounted his horse, lest the approach of the huge earth-shaking beast should create a panic and cause disaster among the cavalry of Tigré. By this time the Abyssinian line was within 100 yards of the stream; it suddenly opened out in the centre, and Kassai, surrounded by his immediate counsellors and guard, rode forward on a white mule, with a crimson umbrella borne above his head. He forded the stream, and was received by Sir Robert Napier. Mutual salutations were exchanged, which no doubt were quite as sincere as those in daily vogue in the civilized world, although the words of each were quite unintelligible to the other. Kassai was then conducted to his tent, where he was received by a salute from a guard of honour. The unexpected rattle of the musketry blanched his cheek; doubtless a fear of treachery flashed through his mind. Then all dismounted, the British Commander led Kassai into the tent, and, seating himself in a chair, placed the Prince in a chair on his right hand. Their respective officers ranged them-

selves on opposite sides of the tent—those of Kassai squatting on the floor, while those of Sir Robert Napier adhered to their more usual erect position.

Description of Prince Kassai.

Kassai was a young man of thirty-five years of age. His face, of a dark olive colour, was intellectual, but bore a careworn and wearied expression, which justified the statement that he did not desire power, but that it was thrust upon him by the people of Tigré. He wore the Abyssinian costume—a white robe or toga, embroidered with crimson, round his body, and the flowered silk shirt which marks those in high office round the King. His dark black hair was arranged in careful plaits, which, drawn back from the forehead, were tied by a piece of ribbon round the back of the neck. The conversation was conducted through an interpreter. At first it consisted of almost meaningless enquiries after mutual health; but the Abyssinians soon threw out hints for presents of firearms. These hints were adroitly fenced, and the conversation turned to the subject of our mutual Christianity. In this subject neither the chief nor his followers appeared to take so much interest as in that of the firearms, but they were held to it until it was suggested that a private interview would be desirable. The presents to be given to the Abyssinian chief were then brought in. They consisted of a double-barrelled rifle and some jugs and goblets of Bohemian glass. They were laid on the floor at Kassai's feet, and, after inspection, removed by one of his servants. The most valuable present of all could not be brought into the tent, but was surveyed through the doorway, for Sir Robert Napier gave him a fine Arab horse which had been his own charger. The goblets were brought back for use, and port wine, which seemed much enjoyed by the Tigréan courtiers, was served out to them. According to Abyssinian custom, the Commander-in-Chief had to drink some to prove that it was not a poison—a not unnecessary precaution, considering that it had been obtained from some spare hospital stores, as in a camp where all depended upon Commissariat rations, no wine could be obtained from any other source. The tent was then cleared of all but the Prince, the Commander-in-Chief, and two or three officers on either side, when serious matters were discussed.

Presents.

Private interview.

Kassai was very anxious that the British Army should undertake to guarantee his dominions against any invasion of his rival the Wagshum Gobaze. This Sir Robert Napier unhesitatingly refused, but promised that, as far as advice and persuasion could go, he would endeavour to secure peace between them. He also assured Kassai that he was sensible of the friendship of the people of Tigré during the passage of the army through that territory; and drew to his notice the fact that all supplies were honestly paid for, and that no native had cause of complaint for a blade of grass or an ounce of food taken wrongfully by either troops or followers. Kassai was also informed that plenty of supplies could be brought from the ships, but that the army would have to be longer in Tigré if no supplies could be found in the province; and he was requested to send grain to the posts at Adigrat and Antalo, being assured that if he did so it would be remembered in his favour when the British left the country, and that the Queen would reward him in some way which would please him.

Review of British troops.

Kassai was then left alone to rest, and about an hour later was summoned to witness a review of the British troops. The 3rd Bombay Light Cavalry, clad in light blue and silver; the 4th King's Own in scarlet; the gunners of the Armstrong battery in dark blue and red facings; and a small detachment of the 10th Native Infantry, with scarlet coats and white turbans, formed a picturesque and compact, though a small force. The Cavalry charged, and the Infantry skirmished and formed square, much to the admiration of the Abyssinians; but they were chiefly delighted and impressed by the Armstrong guns. Kassai dismounted and closely inspected the pieces, handled the shells, and looked

through the rifled barrels; while some of his followers remarked that the English must be good Christians, or Heaven would not grant them intelligence to mould such wondrous weapons. It appeared to their view that the greatest blessings which could be vouchsafed to Christian morality were firearms and gunpowder.

Kassai invites the British officers to his camp.

When the review was concluded, Sir Robert Napier and the officers of his Staff accompanied Kassai to the rivulet, and there intended to bid him farewell. At the point of parting, however, an urgent invitation was given that the English officers should visit the Abyssinian camp. The rivulet was crossed, and in a moment they found themselves in the middle of the army of Tigré. All were astonished at their appearance and armament. They clustered round the few Englishmen in dense but orderly masses. Their heads were bare, except for their plaited hair; their costumes were picturesque—long white togas embroidered with scarlet; they were nearly all possessed of firearms of every description, from the matchlock to the double-barrelled rifle, but by far the greater number had double-barrelled percussion guns of English or Belgian manufacture. Many had pistols, and all had the long national curved swords worn on the right side, a cut from which it is said to be impossible to guard. The few—but there were very few—not armed with firearms, had the sword, spear, and shield. Of the four thousand now present, about four hundred, were Cavalry, mounted on mules or ragged wiry ponies. The horsemen were armed similarly to the foot soldiers. These men were truly an enemy not to be despised. Hardy mountaineers, quick in scaling the most difficult paths of their rugged country, they would give an infinity of trouble to any European force. Had Theodore's army been as well equipped, and more attached to their leader, much British blood might have been spilled before Magdála fell. Nor numerically were the soldiers of Tigré contemptible. At Adoa, his capital, Kassai had some six thousand more equally well armed. Their discipline was good, and in their short visit they showed a power of manœuvring which would not have disgraced the forces of a civilized nation. Their serious error was that at night no sentries or pickets were posted outside their camps. Hence the wonderful effect of Theodore's night attacks, for which he became famous, may be accounted for. He himself always adopted these necessary precautions.

Description of Prince Kassai's followers.

Entry to Kassai's tent.

Up the hill went the English Staff with the drums beating in front of them, surrounded by dense clusters of wild warriors until they approached close to Kassai's tent. Here they dismounted and were bidden to enter. At the further side of the circular tent was a small couch covered with silk cloth, on which the Prince took his seat, and placed Sir Robert Napier at his side The Abyssinian officers of high grade sat round the tent on the floor at the right-hand side of their chief, while the English also seated themselves on the ground to the left of their commander. The scene was curious and striking. The afternoon sun shone through the red tent, and lighted up with a crimson hue the robes and silken shirts of the Abyssinians, and the uniforms of the Englishmen. Girls bearing large baskets of Abyssinian bread and curry came in and placed them on the ground in front of the visitors, who were requested to eat. The bread was brown, formed in flat circular cakes about a foot in diameter, with a slightly sour taste. Very little sufficed to gratify curiosity, although it was permitted to each guest to help himself. In general, in Abyssinia, the servant who brings in the loaves and curry, rolls some of the latter in a piece of the former, and after kneading it into a ball thrusts it into the mouth of each diner. After enough had been eaten, other girls entered bearing huge bullock horns filled with "tedj," a drink made from fermented honey. This "tedj," or hydromel, was poured into Florence flasks, one of which was given to each guest. It was expected that the recipient should bow towards the Prince, and then empty his flask. No sooner, however, was the vessel emptied than it was seized by a watchful servant and again

replenished. Each had to drink several flasks of the liquor, which tasted not unlike small beer, but rather sour. After a while, when many flasks had been emptied, musicians were introduced. The band consisted of six men, who played on long pipes uttering wild but not unpleasing music. A war song was then sung by a minstrel, and all the Abyssinians joined in chorus. The entertainment was now drawing to a close, and the presents were brought in which were to be bestowed upon the British Commander-in-Chief. He was first invested with a silver-gilt armlet, the sign of a great warrior. Then a lion's skin and mane, the mark of a fierce fighter in battle, were placed upon his shoulders; a sword was girt upon his side, and a spear and shield for him were handed to one of his Staff, who acted on the occasion as his armour-bearer. The meeting then broke up. Kassai, after frequent hand-shaking, accompanied the General to the door of the tent, where a grey mule, caparisoned with Abyssinian saddlery and housings, was waiting. On this Sir Robert Napier had to mount, and again accompanied by the Abyssinian army, rode down to the Dyab, where the Abyssinians halted. The English General and his Staff then rode into their own camp, and the shades of approaching night conveniently prevented the soldiery from witnessing the return of their leader in such unwarlike guise.

Prince Kassai again visits British camp.

Early the next morning Kassai paid a farewell visit to the British camp, and had a second private interview with Sir Robert Napier, at which he promised to afford security to convoys, and to visit with severe punishment any who should molest the telegraph through his dominions. He also promised to deliver weekly 3,000 madrigals of wheat and barley, equivalent to about 60,000 pounds weight, half at Adigrat and half at Antalo, for which he was to be paid. Such results of the interview were of no slight importance, for in a country where every man is a soldier, and a well-trained soldier, convoys would have to be most carefully guarded, posts well watched, strong and frequent garrisons maintained, and the line of telegraph continually patrolled if the population were hostile or even inclined to be unfriendly. Yet even the most sacred promises of the Prince of Tigré could not allow Sir Robert Napier to dispense with troops in position along the line of communication. The friendship of Kassai was of the utmost value; he was a chief over whose country the road of the army lay for above 150 miles, and whose refusal to allow the soldiers to have free access to wood and water would have involved a campaign in Tigré as a preliminary to the advance on Magdala. Yet his friendship might prove evanescent; he was young and newly seated on the Throne, and he had several advisers who would have had him resent the entry of a foreign army into his dominions. His jealousy of Gobaze might rouse his anger against the English if they entered into friendship with the Wagshum, as they expected to be obliged to do to secure similar advantages for the march through Lasta. Even if he fully meant and attempted to carry out his professions sincerely, it was open to doubt whether he had the power to prevent attacks being made upon the convoys. The petty chieftain of any small district, eager for plunder and careless of his Prince's orders, might lead his clansmen to assault the convoys of stores in their passage from Senafè to the front. Thus, though it was probable that Sir Robert Napier would gain from his interview with Kassai, and his consequent friendship, and it was certain that at least a temporary quiet in the line of communications would be assured, his only real security was in being armed at all points, and in rendering himself, by his own judicious precautions, independent of all extraneous assistance.

Departure from Dyab.

On the 26th, at the same time as the red tent of Kassai was struck, and the army of Tigré disappeared from the opposite hill, the British column began its march towards Antalo. Passing by Adabaga, the line of fighting men, with their arms glittering in

the bright sunlight, followed by the rumbling carriages of the artillery and a long crowd of transport mules, crossed for 3½ miles a stiff undulating country of the same level as that crossed during the previous day's march north of Adabaga. It was covered in part with scrub jungle, and grass was plentiful in the valleys. The remainder of the distance to the camp of Dongolo (7 miles) proved much more difficult. A gradual but rugged descent of 120 feet in 5 furlongs led to the top of the Niggash Pass, where a Mohammedan saint lies buried in a grove of trees. An abrupt fall of 485 feet led from the top of the pass to the watercourse at its foot, 5 furlongs distant. This path, was hardly passable originally for laden mules, but had been much improved by the Pioneer force when the column passed over it. Thence to Al Habbalo, the road led for 9 furlongs through a well cultivated valley, affording plenty of water and forage. It then descended a third time, and by a rugged but not steep descent of 1½ miles, it led to the wide plain traversed by the Gumfit (Genfel) or river of Dongolo. Here, for the night, the camp was pitched beside the stream, the first which had yet been met with worthy of the name of river. The Mai Dongolo or Dongolo Water, which is enclosed between high banks overgrown with brushwood, is about 30 feet wide. There was not much water at the season when the army passed, throughout all its course. It was only here and there in pools that water was found, but where ever it was found, it was deep and good. Doubtless in rainy weather the river would be a formidable obstacle. It crossed the route about 40 miles south of Adigrat. The valley, about two miles broad, carpeted with long dry grass, is fenced in on either hand by high precipitous cliffs of red sandstone, which cast back with a lustrous glow the rays of the setting sun.

Description of route from Dyab to Dongolo.

Dongolo.

At Dongolo, Sir Charles Staveley joined the Head-Quarters, and it was reported that Brigadier-General Colling's Brigade had occupied Antalo on the 20th, and that considerable supplies were coming in there daily for sale. A convoy of treasure (180,000 dollars) and ammunition, escorted by the Naval Brigade, reached Senafè on the 22nd, a prior convoy of 50,000 dollars had also reached the force on the highlands. It was found absolutely necessary to have a supply of dollars with the leading columns, so as to pay at once for the supplies tendered, and establish a feeling of confidence in the country. The native carriage in the vicinity of Adigrat began to work well and large quantities of Commissariat stores were being rapidly sent to the front on Abyssinian pack bullocks and donkeys; five dollars per bag of 75 lbs. was paid for the transport from Adigrat to Antalo. A report was received about this time that glanders had appeared among the mules at Kumayli; orders were at once telegraphed to prevent any infected animal from coming up the pass, and for the removal of all sick mules to adjacent stations where mules were not already located.

Sir Charles Staveley joins head-quarters.

Occupation of Antalo by the Pioneer force.

Glanders at Kumayli.

In the next day's march the character of the country entirely changed. The force passed the narrow gorgé of Dongolo through which the Gumfit forces for itself a passage, and above which, on the left bank of the river, is situated the church of Mariam Kirkos, excavated in the solid rock and ornamented with frescoes painted by a Venetian decorator who resided in Abyssinia at the time of Alvanez' embassy, and entered the Province of Tera, crossing a fertile alluvial plain of the same name. A few camels were grazing at the foot of the limestone hills fringing this plain to the east. The Gumfit River could be traced to the west of the route as far as Adi-Kau where it entered a narrow gorge, emerging from which it was said to flow westward to the Seleh. The road, now wound over large rolling hills of undulating limestone studded with acacia. The scenery was not unlike that of the South Downs, except that the hills were higher and larger, and instead of being clothed with short crisp grass, were rugged with detached stones, and showed only here and there much sign of herbage.

Description of road and scenery from Dongolo to Agula.

Sketched by Major A.G.F. Hogg.

James Ferguson Lith.

ON THE MARCH NEAR

DONGOLO.

Lith. at the TOPL DEPÔT of the WAR OFFICE
COLL SIR H. JAMES R.E. DIRECTOR

Some of the masses of broken stone showed the presence of primeval corals in their formation, while nearly all were formed of densely compressed mussel and oyster shells, clearly visible to the eye. Myriads of ages ago they must have been deposited in the sea, when the mountainous highlands of Abyssinia lay in the bosom of the ocean and teemed with marine life. Some of the stones, when struck with a piece of rock, or even with a stick, returned a curious metallic ring. These are much prized in the country, and many of them, suspended by cords from the branches of trees in the churchyards, are used as bells to call the congregation to church. Interesting as these masses of rock might be to the geologist, they were great impediments to the march of the column. The infantry toiled through them heavily, the horses of the artillery strained hard upon the traces, and many a pack in the rough ground fell off from the toiling baggage animals, and had to be replaced by the rearguard, wearied with heat and dust. Having crossed the elevated jungly plateau of Ziban Sirrow, the River Agula Agula. appeared in sight, and none were sorry when, in a hollow 8 miles from Dongolo, the banks of that river were reached, where the night's camp was pitched. The day's march had been a short one, not 8 miles, but painful, from the severe nature of the ground. Agula is a fine alluvial valley with plenty of water, but cultivation had been neglected. Many of the inhabitants were refugees from the lowland tribes, and were engaged in the salt trade. The plain of salt, according to native account, being at the distance of 3 days' journey for laden camels By the banks of the Agula the site of a church was found, which had been built of squared stones, and in a style of masonry far above the capabilities of the modern Abyssinians. It is supposed that it was constructed in the fourth or fifth century.

At Agula, a detachment of fifty Cavalry, under the command of an officer, was stationed. Some officers who had been intended for the Intelligence Department were made use of at Agula, to obtain supplies for the Commissariat Department. Detachment left at Agula.

Two ounces of vegetables were added to the rations for Native troops once a week, in the proportion of 1 oz. of potatoes and 1 oz. of compressed vegetables.

On the 27th February, the following scale of rations was fixed for European and Native troops and followers belonging to the force beyond Antalo.

Revised scale of rations. 27th Feby.

European Troops.	Native Troops.	Followers.
Flour, 16 ozs.	Flour, 14 ozs.	Flour, 12 ozs.
Meat, 24 ozs.	Ghee, 2 ozs.	Ghee, 2 ozs.
Salt, $\frac{2}{3}$ oz.	Salt, $\frac{2}{3}$ oz.	Salt, $\frac{2}{3}$ oz.
*Ghee, 2 ozs.	Meat, 16 ozs.	Meat, 16 ozs.
Vegetables, 2 ozs.	Kokum, $\frac{1}{2}$ oz.	

The rations for the few Native fighting men who could not eat meat, were,—Flour, 16 ozs.; Rice, 8 ozs.; Ghee, 4 ozs.; Salt, $\frac{2}{3}$ oz., and Kokum, $\frac{1}{2}$ oz.

A still more toilsome journey than that of the previous day was performed on February 28. A high limestone down rose on the southern bank of the Agula: through a slight dip in this, called the Sallat Pass, 700 feet above the Agula, the road was carried. Sallat pass. The ground was of the same nature as on the previous day, but the march of 15 miles

* It was assumed that ghee would be found in the country.

Ascent of Armstrong battery.

was longer, and the ride up the Sallat Pass was a trying commencement. The guns of the Armstrong battery, hauled by the horses and pushed by the gunners, accomplished the ascent, but not without difficulty; for though pioneers had been sent forward to make the road, they had left but few marks of their labour behind them. A descent of 200 feet led to the valley of Kahen, to the south of which a second ridge, that of Antaffo, similar in character to the Sallat, and of the same height, had to be crossed. The

Description of route from Agula to Dongolo.

country here was less sterile than during the first portion of the day's march, and ploughed fields were occasionally met with. In the valley of the Mai Makdem (the descent to which was rendered excessively difficult by sharp angular limestones), numerous cattle and sheep were being watered, guarded by Abyssinian herdsmen, not by Shohos, as at the Agula.

A third ridge, that of Howatzo, had to be crossed to the south of this valley, having a relative height above the Makdem of 572 feet. Here, also, large slippery slabs of limestone or loose boulders impeded the march. A fine view was obtained from its summit: the Amba of Antalo was visible towards the south, the hills northward as far as Adigrat, whilst to the west the sterile hills sloped gently in the direction of the Gibbeh, bounding the provinces of Geralta and Temben. This ridge was stated to form the boundary between Haramat, or Tera, and Enderta. The descent to the Harena plain was gentle but difficult, owing to the ledges of slippery limestone. Large herds of cattle grazed in this plain; the church of Harena Mariam was left to the right, and having crossed the fertile plain, which is about 1½ miles wide, the ascent of the Abba Gunga ridge, the last to be surmounted on this day's march, was begun. This ridge consisted principally of limestone rocks; boulders of granite were, however, found on its summit and western slope, and rendered the descent of 445 feet down to the Dolo valley exceedingly difficult and dangerous. Camels were seen grazing on the southern slope of this ridge. The road then crossed the valley of Dolo, and the camp, 50 feet above the river, was reached after a ledge of limestone, called Toga Eisheu, had been surmounted. Dolo is the name of the district and rivulet. The inhabitants of the neighbouring villages, amongst which Wagir Hariba appeared to be the most considerable, irrigated their fields by means of channels. The Dolo entered an impassable gorge at a short distance from the camp, at the top of which it formed a waterfall. The

Assistance of 4th K. O. Regt

horses of the artillery, wearied with incessant toil, and short of grain, had to be aided by working parties from the infantry, and at length, towards the afternoon, arrived at the banks of the Dolo River by the help of the men of the 4th King's Own Royal Regiment, who, under their energetic commandant, Lieutenant-Colonel W. C. Cameron, were ever ready to render assistance; and, though weary with the long and fatiguing march they had undergone, retraced their steps and hauled the Armstrong guns up the hills. The baggage animals suffered too. Unable to retain their footing on the slippery rock, many fell, and with difficulty regained their feet. All reached Dolo, 15 miles from Agula, safely before the evening. One of the gun-carriages, indeed, broke a wheel, but the gun was rescued by the aid of one of the two elephants which accompanied the force.

Skins for roofing huts.

At Dolo, orders were issued for the collection and preservation of all skins of slaughtered animals for the purpose of roofing huts, protecting Commissariat stores, and serving as waterproof covers for the loads of pack animals. On the 27th February, the left wing of the 4th King's Own Regiment left Adigrat for the front. The two 8-inch mortars were now ordered up, escorted by a company of Madras Sappers and 25 sabres of the Native Cavalry. They left Senafe on the 28th, with 40 elephants. A report having been received that glanders had broken out among the mules at the depôt at

Departure of elephants from Senafe.

Focada, the mules were ordered to be moved to stations on the right or left of the line.

and troops or convoys passing through Focada were prohibited from occupying the ground on which the infected animals had been encamped. By these precautions the spread of the disease was checked. At Dolo a halt was made on the 30th, to rest the wearied troops and the tired horses of the Artillery. The following day the march recommenced, and Eikullet River was reached. The route was not, however, carried through the village of that name, as it would have taken the army to the westward, off the direct line to the south. On this day the advance guard was at Mesno, on the road between Antalo and Ashangi, about 28 miles south of the Eikullet; Brigadier-General Colling's Brigade was at Buyah, six miles south-east of Antalo, and troops were closed up to the front from the rear as quickly as carriage became available. Glanders at Focada. Dolo

On March 1, Sir Robert Napier left Dolo, and marched to Eikullet, nine miles. The road lay over the Quiha range—a limestone ridge on the southern side of the Dolo River—crossed in succession the Shuga Plain, the hills of Shefta, the Shegado valley—and then descended sharply into the valley formed by the watercourse of Eikullet, where a toll is levied on salt caravans going to Chelikot. This valley, like most in this portion of Tigré, possessed a deep black vegetable soil, favourable for the cultivation of cotton. These valleys were but little tilled; but if capital were invested upon them, and cotton grown, the country might soon become rich. The column of troops made the march easily, and on the following day reached the camp at Buyah, 12 miles from Eikullet, which was situate about 5½ miles to the south of Antalo, and from its proximity to that town was generally known by the same name. Having crossed the Harea Egararo and Afghul ridges to the south of the Eikullut, all of which consisted of limestone and were covered with granite boulders, the road during the last seven miles of the march led over the fine alluvial plain of Antalo. Description of route. Eikullet.

Those who could obtain leave of absence did not march with the troops from Eikullet to Buyah, but, leaving them at the former place, turned to the west down the Eikullet Valley, to see the cathedral town of Chelikot. The road was steep and rocky, but the scenery amply repaid the toil of traversing it. The river, for a short distance, flowed clear as crystal, showing a bottom studded with many-coloured pebbles, over which the water bubbled, sparkling brightly in the hot morning sun. About a quarter of a mile below Eikullet the stream fell in a thin cascade about 60 feet in height, into a gorge, at the bottom of which it rolled sluggishly, under a dense canopy of reeds, rose bushes, myrtle, and corinda. The green foliage of these formed a striking contrast to the bare and rugged limestone crags that rose high on either hand, devoid of all vegetation, except occasional patches of tall dry grass. Down by the river-side ferns and water-plants sheltered in many a nook, and numerous acacias spread their slender boughs across the stream. These trees were thickly hung with bottle-shaped birds' nests, the numberless inhabitants of which sat among the branches sunning their dark-green plumage, or fluttered from twig to twig unconscious of danger. Three miles below Eikullet the ravine opened out into a valley, and the town of Chelikot, built on the sloping mountain-sides, was reached. This place was far superior to any of the ordinary Abyssinian villages: the houses, were constructed of rough stones, held together by loam. None were of more than one story: some were circular, some square, and many had steep roofs thatched with the long grass which grew in the neighbouring valley. Every house had its garden, in which vegetables of many kinds were cultivated. The potato, the French bean, maize, and peas, could all be found in some one or other of the carefully-tended enclosures. The town contained about 400 houses, the inhabitants of which poured forth in crowds, to stare at the strange white men who had come from some unknown far-off land to join in battle with the mighty Theodore. The men soon became Chelikot.

friendly—partly from curiosity, partly from a desire to possess some of those countless dollars which popular Abyssinian rumour asserted every Frank to possess, and which a lucky fortune had directed to be scattered broadcast over Tigré. The women glanced slily at the strangers from behind doorways or over garden-walls, and when detected quickly started back, or covered up hastily their olive faces, leaving visible only a pair of dark sparkling eyes, which half invited, half repelled approach. Attended by a large crowd of men, all clothed in white togas trimmed with scarlet, and with no protection to their heads except their curly black hair, the visitors rode into the centre of the town, where, by the river side, stood the cathedral, embosomed in a grove of lofty cypress-junipers. By the word "cathedral" it must not be supposed that any massive pile of towering architecture was encircled by these trees. The church was but a circular building one story high, roofed with thatch, and built in two concentric circles. The innermost was the holy place, where the ark was kept, where priests alone may enter, and within which no strangers were admitted. The second had its walls ornamented with rude frescoes, which represented the Madonna and child, the Crucifixion, the stoning of St. Stephen, and other incidents of New Testament history. The most prized of all was one of the Madonna encased in metal in Russian style, and a large fresco of St. George on a white horse killing the dragon. None of the paintings were executed with the slightest regard to perspective, and seemed to be but rude imitations of the religious paintings of the early mediæval period. Into the second circle communicants are admitted. It was curious to find suspended on its walls, on either side of the reading desk, two parchment scrolls in Tigréan character, one of which was headed by the British Crown, the monogram, "G.R.," and the words "George King" in letters of gold. They must have been left there by Mr. Salt in one of his missions to Tigré in the earlier years of this century. The outer division of the church was but a colonnade; its walls were bare of either painting or ornament. In it the people pray, and prayers are publicly read. Several priests, distinguished from the laity only by wearing voluminous white turbans, showed the church, and explained the designs of the paintings, with frequent assertions that they were the work of native Abyssinian artists. At the door of the house of the chief Priest they also exhibited the church-plate. This consisted of a Bible bound in silver-gilt, two mitres of the same material manufactured by an Italian artist while resident in Abyssinia, a copper-gilt goblet with the arms of England, and the motto, "Honi soit qui mal y pense," a present from Mr. Salt, and a beautiful silver-gilt Greek cross, which many would willingly have purchased. While the Englishmen were inspecting these, they were themselves inspected. A thick crowd of the male inhabitants gathered round them, and examined with the greatest curiosity and admiration their swords, revolvers, watches, spurs, and clothing. Many, showing the blue beads round their neck which marked a Christian, asked by signs if the strangers were also Christians. On being assured that both professed the same faith, they ejaculated constantly, "Tayeb, tayeb!" the Arabic for "good," which the Abyssinians believed to be a word in the English language, while the British soldiers equally imagined it to exist in that of Tigré, and which, with the exception of "salaam," was almost the only means of intercommunication between the two. After seeing and being seen as much as they considered necessary, the Englishmen remounted their horses and rode out of the town, accompanied past the outskirts of the houses by a host of newly-made friends, to the commencement of the open country, where they stopped and bade adieu, after making a present of some dollars for their church and the poor. A rough path across country, which left the town of Antalo situated on a rough plateau about half way up the mountain called Amba Antalo or Aradom, some two miles on the right, led to the camp

Chelikot Church.

at Buyah. Sir Robert Napier arrived on the 2nd of March at this camp, which was in the immediate neighbourhood of Antalo, the halfway house between Zula and Magdāla. Here he caught up the brigade under Brigadier-General Collings, and halted with the main body of the troops until the 12th. Arrival at Antalo.

The town of Antalo is situated about half way up the Amba Aradom, and two ravines divide it into three separate towns. The western of these is inhabited by Mahommedans, who, as far as features and skin are concerned, do not differ from the Christian inhabitants, whose superiors, morally and mentally, they are said to be. The town was dirty, and about two-thirds of it in ruins. The houses were built of rough sandstone, some of them circular, with conical roofs of thatch, others square, with flat roofs. There were no less than seven churches in and near the town, all of them built in the favourite circular style, with two ambulatories and a square holy place in the centre. The number of inhabitants was about 1,000, of whom 150 were Mahommedans. A market was held on Wednesdays, when grain, onions, cabbages, cotton stuffs, straw baskets, sulphur, butter, milk, hydromel, coffee, and other produce of the country change hands. Description of Antalo.

The Amba Aradom above Antalo attains a height of 9,200 feet. It is capped with granite, and on its summit are cultivated fields.

The following Returns, framed by the Quartermaster-General's Department, and dated the 1st of March, show the strength and distribution of the Force on that date. Staff Officers not included :— Quartermaster-General's return of the Force, dated the 1st of March.

Corps.	Stations.	Number of Troops or Companies at each Stations.	At Regimental Head-Quarters.					Effective Strength, exclusive of those sent or left at Home or in India								
			Field Officers.	Captains.	Subalterns.	Staff.	Native Officers.	Staff Serjeants.	Serjeants.	Trumpeters or Drummers.	Farriers.	Rank and File. Fit for Duty.	Rank and File. Sick in Hospital.	Rank and File. On Command.	Total Non-Commissioned Officers and Men.	Horses, including Officers' Chargers.
Native Cavalry.																
3rd Light Cavalry	Antalo	6	2	2	1	3	16	2	35	5	..	155	6	226	429	333
3rd Scinde Horse	"	6	2	..	5	2	19	..	39	6	1	90	9	288	433	468
12th Bengal Lancers	Zula	6	1	4	2	2	16	..	46	6	5	339	7	48	451	487
Royal Artillery.																
G Battery 14th Brigade Royal Artillery	Antalo	1	..	2	4	1	..	3	6	2	1	78	..	60	150	119
A " 21st " "	"	1	..	2	4	1	..	3	6	2	..	71	..	12	94	11
B " 21st " "	Zula	1	..	1	5	1	..	3	6	2	..	70	..	7	88	9
5 " 25th " "	"	1	..	2	4	2	..	3	6	2	..	75	10	41	137	20
Native Artillery.																
No. 1 Company Native Artillery	Senafè	1	..	1	2	1	3	1	6	3	..	69	3	4	86	2
Naval Brigade.																
Rocket Battery	Kumayli	1	..	..	5	2	..	..	4	1	..	78	15	..	98	10
Royal Engineers.																
10th Company Royal Engineers	Antalo	1	1	..	2	1	..	1	3	1	..	28	1	48	82	3
Sappers and Miners.																
Head Quarters and 1st Company Sappers and Miners, Bombay	Adigrat	1	..	1	2	1	2	2	6	2	..	70	15	9	104	4
No. 2 Company, ditto	Focada	1	..	1	..	..	2	..	6	2	..	106	4	..	118	1

Corps.	Stations.	Number of Troops or Companies at each Station.	At Regimental Head-Quarters.					Effective Strength, exclusive of those sent or left at Home or in India.								
			Field Officers.	Captains.	Subalterns.	Staff.	Native Officers.	Staff Serjeants.	Serjeants.	Trumpeters or Drummers.	Farriers.	Rank and File. Fit for Duty.	Rank and File. Sick in Hospital.	Rank and File. On Command.	Total Non-Commissioned Officers and Men.	Horses, including Officer's Chargers.
SAPPERS AND MINERS—*cont.*																
No. 3 Company, ditto	Antalo	1	..	1	..	..	2	2	..	2	..	102	6	7	119	1
No. 4 Company, ditto	Afgu	1	..	..	1	..	2	1	2	2	..	102	2	..	109	1
G, H, and K Companies Madras Sappers and Miners	Masgah	3	1	2	8	2	5	..	28	6	..	108	..	222	364	9
BRITISH INFANTRY.																
1st Battalion 4th Foot	Eikhullut	10	2	10	16	5	..		44	20	..	316	70	339	789	..
33rd Regiment, Head-Quarters	Antalo	5	1	3	11	5	..	5	20	10	..	361	6	3	405	5
Ditto Left Wing	Senafè	5	1	3	7	1	..	..	15	8	..	364	..	25	412	2
45th Foot	Zula	10	3	6	17	5	..	6	36	18	..	659	35	7	761	8
NATIVE INFANTRY.																
2nd Grenadiers	Kumayli	8	1	..	2	4	15	3	36	16	..	538	60	21	674	8
3rd Regiment	,,	8	2	1	4	4	15	..	38	32	..	432	26	154	682	10
10th Regiment, Head-Quarters	Eikhullut	4	2	..	1	3	8	..	22	12	..	179	11	130	354	..
,, Left Wing	Senafè	4	1	1	1	1	7	..	17	4	..	305	..	..	326	4
18th Regiment	Zula	8	3	..	4	2	15	2	34	15	..	628	10	..	689	10
21st Regiment, Detachment	Senafè	1	..	..	1	..	2	..	5	3	..	66	11	..	85	1
21st Punjaub Infantry	Kumayli	8	2	2	..	2	15	..	40	15	1	618	64	36	774	7
23rd ,, ,,	Near Zula	8	1	2	3	3	15	..	39	16	..	337	8	327	727	8
25th Regiment	Suru	8	1	..	1	3	14	..	42	32	..	295	47	346	762	13
27th Regiment	Antalo	8	1	2	2	4	15	..	38	16	..	371	100	168	693	9
Total	..	130	28	49	115	61	188	37	625	261	8	7,010	526	2,528	10,995	1,563

Arrivals and departure from Africa in February.

The following Statement shows the number of troops which had arrived in, or departed from, Africa during the month of February*:—

ARRIVALS.

Corps.	Officers.	Native Officers.	Non-Commissioned Officers and Men	Horses.	Date.	From whence, and in what Ship.
						From Suez.
3rd Light Cavalry	..	..	..	82	20th February, 1868 ..	"Coromandel."
						From Calcutta.
12th Bengal Cavalry	3	..	83	83	18th " " ..	"Henderla."
" "	2	..	81	83	27th " " ..	"Squando."
" "	2	..	76	76	28th " " ..	"St. Albans."
5th Battery 25th Brigade Royal Artillery	8	..	139	20	6th " ..	"Golconda."
Naval Brigade	7	..	93	10	.. .. ..	H.M.S. "Octavia" and "Dryad."
						From Bombay.
45th Foot	30	..	761	8	2nd " "	"City of Dublin."
					6th " " ..	"Govinsted." "Canova."
						From Bombay.
18th Regiment Native Infantry .	9	15	689	10	9th " "	"City of Dublin." "City of Westminster."
						From Bombay.
2nd Gr. Native Infantry ..	10	15	670	11	2nd " "	"City of Manchester." "Nimrod."
Total	71	30	2,592	383		

DEPARTURES.

						For Bombay.
3rd Light Cavalry	..	..	5	..	12th February, 1868 ..	"Peruvian."
					6th " " ..	"Bengal."
3rd Scinde Horse	..	..	1	..	" " " ..	"
2nd Gr. Native Infantry ..	..	..	6	..	" " " ..	"
10th Regiment Native Infantry ..	..	..	6	..	" " " ..	"
25th " " ..	..	..	6	..	" " " ..	"
27th " " ..	..	..	12	..	" " " ..	"
Bombay Sappers	..	..	9	..	" " " ..	"
Total	..	..	45	..		

* Quartermaster General's Return, dated the 1st of March, 1868.

The following Statement shows the strength of each arm of the Force on the 1st March, 1868 :—*

Strength of each arm of the force on the 1st of March.

Description of Corps.	Field Officers.	Captains.	Subalterns.	Staff.	Native Officers.	Sergeants and Havildars.	Trumpeters or Drummers.	Farriers.	Rank and File.	Total Non-Com. Officers and Men.	Horses, including Officers' chargers.
Native Cavalry ..	5	6	8	7	41	122	17	6	1,168	1,313	1,288
Royal Artillery ..	..	7	17	5	..	36	8	1	424	469	159
Native Artillery ..	..	1	2	1	3	7	3	..	76	86	2
Naval Brigade ..	..	..	5	2	..	4	1	..	93	98	3
Royal Engineers ..	1	..	2	1	..	4	1	..	77	82	3
Sappers and Miners ..	1	5	11	3	13	47	14	..	763	814	16
British Infantry ..	7	22	51	16	..	126	56	..	2,185	2,367	15
Native Infantry ..	14	8	19	26	121	316	161	1	5,238	5,766	70
Total ..	28	49	115	61	181	662	261	8	10,064	10,995	1,563

Strength of Pioneer force.

The pioneer force was sent forward, and was strengthened; it now consisted of 200 sabres of the Sinde Horse, under Major Briggs; 40 sabres of the 3rd Light Cavalry, under Lieutenant-Colonel Loch; two companies of the 33rd Regiment, under Captain Trent; two companies of Beloochees, under Captain Hogg; one company of Punjab Pioneers, under Captain Currie; and the 3rd and 4th Companies of the Bombay Sappers, under Captain Goodfellow. These amounted, in all, to 280 Cavalry and about 500 Infantry, and were under the command of Colonel Field, temporarily promoted to the rank of Brigadier-General.

Route to Mesno.

By direction of Colonel Phayre, they commenced on March 4, to clear a road leading to Atsala by way of Mai Masgah, Mesno, and the defile of Gurub-dek-dek; and in this labour they were occupied until the 9th, when a better and more direct route was discovered from Mai Masgah to Atsala by way of Mashik.

Work on Mesno route afterwards abandoned.

Colonel Phayre had selected the longer route, from the evil report given of the shorter one by the natives at Mai Masgah. It was afterwards discovered that this report had originated at the instigation of Walda Yesus, who held an *amba* on the shorter road, and did not wish the road to it opened up by the Pioneer force. It cost the Pioneer force much useless toil, and the whole army a delay of some days.

Depôt at Antalo.

During the delay at Antalo, the Commander-in-Chief found, however, much to do. Antalo was the third post on the Abyssinian highlands, and here one of the main depôts was formed on the line of communication of which Senafe and Adigrat were the earlier links. To secure the stores there, the camp was surrounded by a stone wall, so traced as to admit of flanking defence. In this part of the country it was necessary to clear, of grass, the vicinity of every camp, for fear of fire.

Arrival of the 3rd Dragoon Guards and 10th Bengal Cavalry.

On the 4th and 6th of March, the ships conveying the 3rd Dragoon Guards and 10th Bengal Cavalry (Lancers) arrived in Annesley Bay. The respective strength of these regiments was,—3rd Dragoon Guards, 10 officers, 201 non-commissioned rank and file, and 246 horses; 10th Bengal Cavalry, 6 officers, 13 native officers, 441 non-commissioned rank and file, and 463 horses.

At the camp of Buyah or Antalo—as it was more commonly called, from its

* Return furnished by Quartermaster-General's Department.

proximity to that town—preparations were made for an advance in force towards the south. The force was redistributed in divisions, to each of which a separate duty was assigned. The first division was composed of all troops which moved beyond Antalo, the second division of all troops which held the line of communication, and garrisoned the posts between Antalo and Senafè, and the Zula Brigade of all troops at Zula and in the passes. The actual distribution ordered was as follows :—

Distribution of the force on its advance from Antalo.

HEAD-QUARTERS STAFF.

Lieutenant-General Sir R. Napier, K.C.B., G.C.S.I., Commander-in-Chief.
Lieutenant-Colonel M. A. Dillon, Military Secretary.
Colonel the Hon. F. A. Thesiger, Deputy-Adjutant-General.
Lieutenant-Colonel W. E. Macleod, Assistant Adjutant-General.
Captain T. J. Holland, Asst. Qr. Mr.-General, in charge of Quartermaster-General's Dept.
Captain B. H. Pottinger, Deputy-Assistant Quartermaster-General.
Major C. O. Maude, Deputy Judge-Advocate-General.
Inspector-General of Hospitals S. Currie, C.B.
Lieutenant H. M. Hozier, Assistant Military Secretary.
Lieutenant R. Napier, Captain Scott, and Lord C. Hamilton, Aides-de-Camp.
Colonel C. C. Fraser, V.C., Commandant of the camp at Head-Quarters.
Brigadier-General W. L. Merewether, C.B., on Political duty.
Lieutenant M. Tweedie, Political Secretary.
Major Grant, C.B., Intelligence Department.
Captain Speedy, Amharic Interpreter.
Captain H. Moore, Persian and Arabic Interpreter.
Surgeon J. Lumsdaine, Medical Officer of the Head-Quarters Staff.
Count Seckendorff, His Prussian Majesty's Guards, attached.
10th Company Royal Engineers. } Escort.
25 Sabres, 3rd Bombay Light Cavalry. }

1st Division.

FIRST DIVISION.

All troops from Antalo to the front composed the First Division.

Major-General Sir Charles Staveley, K.C.B., in command; Lieutenant-Colonel H. H. A. Wood, Assistant Adjutant-General; Major R. Baigrie, Assistant Quartermaster-General; Lieutenant Saunders, and Captain G. Arbuthnot, Aides-de-Camp. Deputy Inspector-General of Hospitals E. Mahaffy, M.D., and Major F. Mignon, Assistant Commissary-General.

Pioneer force.

* PIONEER FORCE, FIRST DIVISION.

Brigadier-General Field, 10th Regiment Native Infantry, in command; Captain Durand, Brigade-Major; Lieutenant Shewell, Commissariat Officer; Captain Goodfellow, Field Engineer. Colonel Phayre, Deputy Quartermaster-General, with Captains Fawcett and MacGregor as Deputy-Assistants accompanied the Pioneer Force, and surveyed the road and country in its immediate neighbourhood.

Orders for the Pioneer force.

* "*Orders for the Pioneer Force.*

"1. Brigadier-General Field to command.

"2. The Pioneer Force will proceed two marches in advance of the first column, and be employed in "clearing the road and making it passable for laden elephants and mules. Stones are not to be placed in rows "on each side of the road; such stones as may be on the line of road to be cleared and taken up and thrown "on the east side only, except on ground sloping to the west, when the stones should be thrown on the western "side, thus forming a distinctive mark by which the line of road may be recognized. It is not necessary to "bring stones from beyond the roadway to form the line of demarkation; the road is not required for carts or "wheeled artillery. When the road passes through fields in which crops are growing, arrangements should be "made to protect the crops by placing branches on either side, this should be done by the natives of the country "if possible, and all crops destroyed should be paid for; when the road passes over ground where stones are not "obtainable it should be clearly defined by means of mounds of earth placed at regular distances on the east "side; when a stream has to be crossed the approaches to it on either side should be made as easy as possible.

Troops.—40 sabres 3rd Light Cavalry; 40 sabres 3rd Regiment Sind Horse; 3rd and 4th Companies Bombay Sappers and Miners; two companies 23rd Regiment Punjab Pioneers.

First Brigade

First Brigade, First Division.

Brigadier-General Schneider, in command; Captain Beville, Brigade-Major; Captain Hogg, Deputy-Assistant Quartermaster-General; Major Mignon, Commissariat Officer; Surgeon Madden in medical charge of field hospital.

Troops.—Head-Quarters wing 3rd Dragoon Guards (not joined yet); 3rd Regiment Light Cavalry; 3rd Regiment Sind Horse; G Battery, 14th Brigade, Royal Artillery, four guns; A Battery, 21st Brigade, Royal Artillery; 4th King's Own Royal Regiment; Head-Quarters and eight Companies 33rd Regiment; Head-Quarters and two Companies 27th Regiment Native Infantry (Beloochees); Head-Quarter wing 10th Regiment Native Infantry.

Second Brigade.

Second Brigade, First Division.

Brigadier-General Wilby, in command; Captain Hicks, Brigade-Major; Lieutenant James, Deputy-Assistant Quartermaster-General; Major Goldsworthy, Commissariat Officer; Surgeon-Major Wyllie in charge of field hospital.

Troops.—Head-Quarters wing, 12th Bengal Cavalry; B Battery, 21st Brigade, Royal Artillery; two 8-inch mortars, with detachment, 5-25 Royal Artillery; Rocket Battery, Naval Brigade; K Company Madras Sappers and Miners; Head-Quarters and seven Companies 23rd Regiment Punjab Pioneers; wing, 27th Regiment Native Infantry (Beloochees).

Second Division.

Second Division.

Major-General G. Malcolm, C.B., Commanding; Major G. Bray, Assistant Adjutant-General; Major F. Roberts, Assistant Quartermaster-General (detained at Zula for duty); Captain Watts, Deputy-Assistant Quartermaster-General; Major Leven, Assistant Commissary-General; Lieutenant Heath, Aide-de-Camp; Deputy Inspector-General of Hospitals S. M. Pelly (detained at Zula).

All troops at and from Senafe to Antalo composed the Second Division.

Antalo Garrison.

Antalo Garrison, Second Division.

Brigadier-General Collings, in command; Major Quin, Brigade-Major; Lieutenant de Thoren, Deputy-Assistant Quartermaster-General; Lieutenant Hore, Commissariat Officer; Surgeon-Major Maitland, in charge of Field Hospital.

Troops.—Wing, 12th Bengal Cavalry; 5-25 Royal Artillery; H Company Madras Sappers and Miners; 45th Foot; 3rd Regiment Native Infantry; Detachment 10th Regiment Native Infantry.

Adigrat Garrison.

Adigrat Garrison, Second Division.

Major Fairbrother, in command.

Troops.—Squadron 10th Bengal Cavalry; two guns, G 14, Royal Artillery; 2nd Company Bombay Sappers and Miners; wing, 25th Regiment Native Infantry.

" and it should also be arranged, when feasible, that such streams should be crossed at points where fords will " be obtainable during the rainy season; sharp turns in roads should be avoided and the easiest gradient " always selected.

" 3. Colonel Phayre will survey the road and its immediate neighbourhood, and furnish daily reports to " his Excellency the Commander-in-Chief as heretofore done.

" Captain Goodfellow, Field Engineer, will mark out the line of road to be passed over by the Force.

" Lieutenant Shewell, Commissariat Officer, will collect all the supplies required for the Pioneer Force, " and make arrangements for storing grain, grass, and other supplies procurable for the main body of the Force.

" 6. Captain Goodfellow and Lieutenant Shewell will furnish daily reports of their proceedings to the " Assistant Quartermaster-General at Head-Quarters."

" By Order

" (Signed) T. J. Holland, *Captain,*

" *Assistant Quartermaster-General in charge of the*

" *Quartermaster-General's Department at Head-*

" *Quarters.*"

Senafe Garrison, Second Division.

Senafé Garrison.

Brigadier-General Stewart, in Command; Captain Fellowes, Brigade-Major; Commissariat Officer, Major Thacker.

Troops.—One Squadron 10th Bengal Cavalry; 1st Company Native Artillery; three Companies 21st Punjab Native Infantry; wing, 10th Regiment Native Infantry; one Company Marine Battalion; Head-Quarters wing 25th Regiment Native Infantry; depôts of all Regiments in advance; 26th Cameronians (on arrival).

Zula Brigade.

Zula Garrison.

Composed of all troops at Zula and stations in the Passes.

Brigadier-General Russell, in command; Brigade-Major, Captain Gregson; Deputy-Assistant Quartermaster-General, Major Gammell; Commissariat Officer, Captain Hawkes.

Troops.—One squadron 10th Bengal Cavalry; G Company Madras Sappers; 1st Company Bombay Sappers and Miners; 2nd Regiment Native Infantry (Grenadiers); 18th Regiment Native Infantry; Head-Quarters and five Companies 21st Punjab Pioneers; 5th and 8th Bombay Native Infantry (on arrival).

Foreign Officers.

The following officers of Foreign Governments were attached to the moving force:—

Captain d'Hendrecourt, and Commandant Galli-Passebose	French Army & Navy.
Lieut. Count Seckendorff, and Lieutenant von Stumm ..	Prussian Army.
Major Bacon and Captain Osio	Italian Army.
Lieutenant Printz and Lieutenant Buijs	Netherlands Army.
Captain Count Kodolitsch and Captain von Kilmansegge.	Austrian Army & Navy.
Brigadier-General Don Hipolito Llorente and Lieutenant-Colonel Count de Mirasol	Spanish Army.

Representatives of the Press and of Societies.

The following representatives of the press and of scientific societies were also attached to the force with advanced brigades:—

H. Stanley, Esq., "New York Herald."
Viscount Adare, "Daily Telegraph."
C. Austin, Esq., D.C.L., "Times."
G. A. Henty, Esq., "Standard" and "Pioneer."
Lieutenant F. A. Shepherd, M.A., Bombay Volunteers, "Daily News" and "Times of India."
Lieutenant W. O. Whiteside, late 18th Hussars, "Morning Post."
C. Simpson, Esq., "Illustrated London News."
R. R. Holmes, Esq., British Museum, Archæologist.
C. Markham, Esq., Royal Geographical Society.
G. Rohlfs, Esq., of Bremen, Gold Medallist of the Geographical Society.
Count Sayre, French Political Department.

The following gentlemen attached to the force were not with the advanced brigades:—

Surgeon H. Cook, M.D., Meteorologist.
W. Jesse, Esq., Zoologist.
W. Blanford, Esq., Geologist, Deputy-Superintendent of the Geological Survey of India.

Attached to Brigades.

All the above-named gentlemen were informed that they must consider themselves as permanently attached to the brigade or detachment in whose camp they were

living, and that should any of them desire to separate himself in any way from the brigade or detachment to which he was attached, he was to apply for the necessary permission through the Adjutant-General's Department, Head-Quarters.

Troops ordered up.

The troops to compose the first division who were not at Antalo were ordered up to the front. The 12th Bengal Cavalry, which reached Zula on February 27, were directed to push up to Antalo by double marches, leaving detachments to relieve those already on the road, as were the 3rd Dragoon Guards, who disembarked on March 6. The 10th Bengal Cavalry was ordered to follow quickly. The 5th Battery of the 25th Brigade of Royal Artillery, with 40 elephants, two 8-inch mortars, and 67 boxes of ammunition, left Senafè on the 29th February; the B Battery 21st Brigade of Artillery, the 23rd Punjab Pioneers, the 45th Regiment, the Naval Brigade, and some companies of Sappers and Miners, were quickly moved, so that by the middle of March nearly all the troops which were to advance on Magdāla were around or in front of Antalo. All other preparations necessary for immediate operations were also made. Large working parties from Zula, consisting of men of the Army Works Corps, the Cooley Corps, and some infantry, were employed to push forward the railway.*

Route through Tekonda Defile.

A second line of Retreat was prepared, in case of accident, to the Senafè Pass, by placing working-parties to improve the road through the Tekonda Defile. The light engineer park, hospital trains and light hospital tents, were brought forward, and a large amount of treasure was sent forward to supply the means of purchasing food and animals in the country. The Highland Transport Train was supplemented by mules bought in the country, for which saddles and head-stalls had to be provided from the sea-coast; and the Transport Train found an auxiliary in the bullocks of the natives, which were freely hired to carry supplies along the line of communications.

Progress of the railway.

* The progress of the railway, &c., at Zula, up to this time, was reported in the following letter:—

"Sir, "*Zula, 26th February*, 1868.

"Oblige me by communicating the following observations to his Excellency Sir R. Napier:—

"2. The system now in force of conveying Commissariat stores to the siding 6th mile half way to Kumayli "is working well, so far as regards my department, and I hope and believe the other departments concerned are "satisfied.

"3. One engine and train have been given over to the Commissariat for their sole use. I believe they "require four trains a day, and the one engine and truck delivered three train loads before 12 o'clock to-day.

"4. Having some reason to know that adverse reports, as regards the working of the Commissariat trains, "were made yesterday, I have to observe that the delay in starting the early train arose from the Commissariat "Department not having desired the driver to run the trucks up to the spot desired until after the fires had been "put out and work closed for the day. The Commissariat Department, however, obtained them from trains, and "the animals sent from Kumayli were insufficient to carry away the stores delivered.

"5. There is no doubt in my mind but that the railway will, even with its limited number of trucks, insuffi- "cient couplings, &c., be able to convey a far greater amount of stores than can be carried away or even "required.

"6. As respects the progress of the railway, to those who see the work daily, and are acquainted with the "difficulties which have to be contended against, that progress appears satisfactory, and as great as could be "obtained under the circumstances. Looking at the result on paper the progress is not so satisfactory, but as "soon as this mile of work through very broken ground is got over, Lieutenant Merewether's earthworks will "join those from Zula, and every available hand will be employed in plate-laying and ballasting.

"7. 'Bad workmen complain of their tools.' I would therefore refrain from detailing the many difficulties "the railway officers have to meet. I must, however, state that the Kurrachee plant ought never to have been "sent up. A new batch of rails of superior description are now coming into use, but with a drawback still, "from the fish plates which are attached not being bolt drilled in a uniform manner. Every fish plate will not "fit every rail.

"8. A new well of water has been sunk in the large bridge nullah. This one well has not as yet produced "a sufficient supply justifying the removal of this camp of the troops engaged on the works. These troops have "therefore a long way to go morning and evening, causing a reduction in the hours of work. It is expected

The following Statement framed by the Assistant Quartermaster-General, at Head-quarters, shows the number of mules required to move the Advanced Division, of the Force, for 30 days :—

Number of mules required to move the Advanced Division.

Troops.	Europeans.	Native Troops.	Horses.	Regimental Mules.	Elephants.	Followers.	Mules. For Baggage.	Mules. For Tents.	Mules. For Ammunition.	Mules. For Treasure.	Mules. For Rations.	Muleteers.	Total Followers.	Total Mules.
3rd Dragoon Guards ..	220	..	230	..	..	109	66	17	..	..	117	67	176	200
3rd Light Cavalry ..	10	400	420	..	..	160	103	20	..	..	189	104	204	312
3rd Scinde Horse ..	10	400	420	..	..	160	103	20	..	..	189	104	204	312
G Battery 14th Brigade Royal Artillery ..	88	..	85	..	20	89	24	6	..	..	79	37	126	109
A Battery 21st Brigade Royal Artillery ..	120	..	8	111	..	53	33	9	..	..	59	34	87	212
B Battery 21st Brigade Royal Artillery ..	120	..	8	111	..	53	33	9	..	..	59	34	87	212
Naval Brigade	107	..	8	25	..	20	30	8	..	..	44	27	47	107
Land Transport Corps ..	20	..	14	225	..	390	7	5	..	..	160	132	552	397
8-inch mortars	45	..	2	..	13	40	14	2	..	..	29	15	55	45
10th Company Royal Engineers	30	..	2	26	..	10	10	2	..	..	16	18	28	54
4th King's Own Regiment	600	..	5	..	..	132	147	34	..	..	266	149	281	447
33rd Regiment	800	..	5	..	..	132	180	41	..	..	330	184	316	551
10th Native Infantry ..	5	220	8	..	..	40	64	8	..	..	97	56	96	169
Sappers and Miners ..	7	232	5	20	..	16	64	8	..	..	92	61	77	184
23rd Pioneers	10	690	10	..	..	55	145	32	..	..	270	149	200	447
27th Beloochees	10	640	10	..	..	55	137	30	..	..	252	140	197	419
Commissariat	20	..	15	..	..	124	28	20	..	..	51	33	157	99
Treasure	3	..	3	..	..	7	3	2	..	100	12	39	46	117
Staff	36	..	88	..	..	120	100	30	..	..	65	65	185	195
Hospital	10	..	10	..	..	200	70	8	..	..	82	53	253	160
Reserve Ammunition ..	1	..	..	..	..	4	1	1	950	..	104	352	356	1,056
Total	2,272	2,582	1,356	518	33	1,969	1,362	312	950	100	2,562	1,853	3,700	5,804

" the camp will be able to move in a day or two. After the troops leave their new camp, the well, which is " situated near the 6th mile station, will prove most useful.

" 9. The landing of animals always stops the railway progress. This cannot be avoided. The railway is " fed from hand to mouth from the shipping.

" 10. As respects the widening of the Suru Pass road, am I right in supposing that it is only desirable to " widen the road where this can be effected with a moderate amount of labour? To widen the whole road would " necessitate near four miles of retaining walls being built, no stone for which is to be had in the pass itself. " It would require two companies of Sappers and two companies of line troops to carry out such a work, and " would take probably six weeks or more; the Controller of Transport and Supply, and Director of Transport " Train, inform me that they are satisfied with the road as it is.

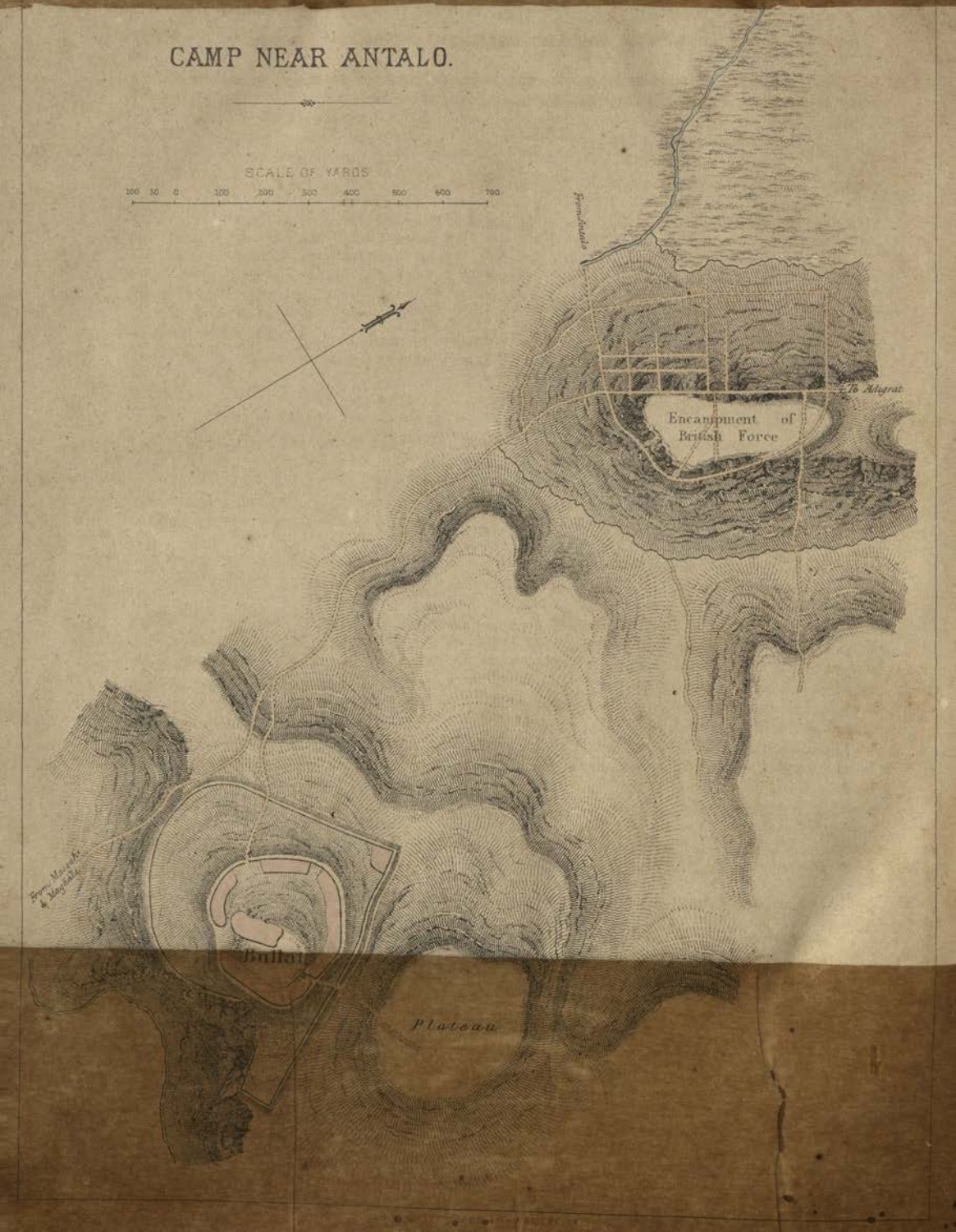
" 11. Seven plate-layers and plumbers, and 4,000 pipes, have arrived.

" I have, &c.,

" (Signed) ST. CLAIR WILKINS, *Lieutenant-Colonel,*
" Commanding Engineer.

" Captain Holland,
" Assistant Quartermaster-General,
" Army Head-Quarters."

CAMP NEAR ANTALO.



The following troops and departments required carriage as stated below, including reserve ammunition and 30 days' rations :—

	Mules.
3rd Cavalry	312
Sind Horse	312
G Battery 14th Brigade Royal Artillery	109
A „ 21st „ „	212
10th Company Royal Engineers	54
2 Companies, Sappers and Miners	184
„ Pioneers	184
4th Foot	447
33rd Foot	551
Wing, 10th Native Infantry	169
2 Companies, 27th Native Infantry	184
Staff	130
Commissariat	60
Reserve ammunition	800
Hospital	100
Land Transport Corps	200
Treasure	67
3rd Dragoon Guards	200
B Battery 21st Brigade Royal Artillery	212
8-inch mortars	45
Naval Brigade	107
6 Companies, 23rd Pioneers	263
6 „ Beloochees	225
Staff	65
Treasure	50
Commissariat	39
Hospital	60
Reserve Ammunition	256
Land Transport Corps	197
Total	5,804

Mules required to move each corps and department.

There were 5,456 mules on the highlands on the 10th of March, including 1,071 sick.

Mules on the highlands.

If country carriage became available for supplies, it was calculated that the whole force in advance of Antalo would require 3,242 mules to move it, with reserve ammunition, treasure, &c.*

The site of the encampment at Antalo was just within the southern boundary line of the province of Tigré. The Governor of Antalo, by name Belatee Gabria Keedan, held his office under Prince Kassai.

Description of Antalo.

The adjoining district of Wojerat was governed by its own Chief, named Waldi Yesus, who was formerly a tributary of Prince Kassai, but had lately transferred his allegiance to Wagshum Gobaze. The younger brother of this Chief, by name Salawa Baria Georgis, presented himself to General Merewether, in order to pay his respects, both in his own and his elder brother's name. He professed every desire to assist our troops in their passage through the country.†

The day after Sir Robert Napier had encamped at this place, he received a visit from Ashooka, the Chief of a portion of the Azebu Gallas. The residence of this Chief was at Babu Tayah, only four days distant from Antalo. The town was a large one, and stood in a populous district, which was said to yield mules and supplies in abundance. It was only about 12 miles off from the fifth halting place from Antalo, on the way to Ashangi. The Azebu Gallas are Muhammedans, and are constantly in a state of feud with the surrounding Abyssinians. The opportunity was taken of Ashuka's visit, in

Visit from a Chief of the Azebu Gallas.

* Assistant Quartermaster-General's return.

† A rumour had gone abroad that Prince Kassai was accompanying our army with a body of troops of his own, in order to punish Waldi Yesus, and bring him back to his allegiance. This had, no doubt, reached the ears of Waldi Yesus himself, and probably is the explanation of the alacrity with which he sent his brother to propitiate Sir Robert Napier. The rumour was so far founded in truth, that Prince Kassai had really meditated such a proceeding, but Sir Robert Napier had induced him to abandon the idea for the present, on account of the embarrassment such a movement on his part might have occasioned to the Force.

order to explain to him the objects with which the British Army had entered Abyssinia. He was presented with a sword and a dress, and returned the same day to his home, full of friendly assurances and promises of assistance in obtaining supplies. On the 8th March, Sir Robert Napier despatched Captain Moore and Meer Akbar Ali, of the Intelligence Department, to join Major Grant, who had proceeded, a few days before, in advance towards Ashangi, and instructed them to open friendly communications, as far as possible, with the Azebu Gallas occupying the districts near the route. This, it was hoped, would pave the way for entering into similar relationship with the Wollo Galla tribes, whose country is situated further on.

Mission to Azebu Gallas.

The opening up of the road towards Ashangi, parts of which were reported to be more difficult than any yet encountered, and almost impracticable for Cavalry, was of more than ordinary importance, from the unsettled character of the mixed races which occupied this part of the country, and the feuds between many of the numerous Chiefs; the powerful Chief Waldi Yesus oscillating in allegiance between Kassai and Gobaze.

The return of grain and flour purchases made at Antalo by the Commissariat Officers, since the 1st March, showed that a quantity considerably in excess of what was to have been anticipated had been procured.* This result, however, had caused so large a drain upon the camp cash-chest, that it became necessary to be certain of a further supply of money being within reach before advancing the force. Until the way had been opened for advancing direct to Ashangi, it was better to halt at Antalo, where provisions were abundant, than to be detained at any intermediate halting place, where neither grain nor grass was procurable in sufficient quantity.

Supplies of grain and flour purchased at Antalo.

The latest reliable intelligence from Magdāla was contained in letters from Mr. Rassam, dated 11th February.

Letter from Magdāla of 11th Febry.

Wagshum Gobaze was said to be now in Ayna, about 20 miles to the north-east of his former position at Lalibela. He was reported to have lately visited the province of Begemeder, and gained there an accession to his forces. Sir Robert Napier despatched M. Münzinger, as an envoy to his camp on the part of our army.

Despatch of M. Münzinger as an Envoy to Wagshum Gobaze.

The instructions given to M. Münzinger were contained in the following letter to him from Brigadier General Merewether, the Political Officer of the Force.†

His Instructions.

"The Commander-in-Chief has nominated you to proceed to the Camp of Wagshum "Gobaze, for the purpose of opening direct communication with that Chief, and of "furnishing for his Excellency's information the fullest intelligence on all points, such "as nature of road, correct distances, nature and extent of supplies procurable *en route*, "state of the country and affairs in Dejach Gobaze's camp; also everything you can "gather relating to the true condition of Theodore's army, its correct numbers, exact "position, with mode of easiest and best approach thereto; and the probable intentions "or future movements of the King.

"I have to request that you will be so good as to furnish me daily, or as often as "you can, with reports of your progress, and to spare no expense in keeping me early "informed of what you see and hear; messengers of the country being employed to "carry your letters, with injunctions to lose no time on the road.

* See page 437.
† Letter dated Camp, Antalo, 29th February, 1868.

"That you take every opportunity of acquainting the people of the country, as you "go, with the nature of our wants, what things are most particularly required—grain "for cattle, flour, ghee, wood, grass, sheep and bullocks for slaughter; and urge them "to collect supplies at the different encamping places *en route*, for the use of the "army; full payment will be made for them.

"At Ashangi mules are said to be numerous The people should be told that mules "are required for the Army, and that if the owners will bring good animals, fit for work, "to the British camp, they will receive a good price for them.

"A letter was received two days ago from Wagshum Gobaze to his Excellency "the Commander-in-Chief. The reply will be entrusted to you, and you will further be "furnished with a letter of introduction to the Wagshum.

"In discussing matters with the Wagshum, you will be good enough to avoid care- "fully entering on any questions relating to the arrangement of affairs purely Abyssinian, "explaining to the Wagshum that the British Army has solely come to effect the release "of the European captives unjustifiably detained by Theodore, and to resent the insult "offered by the King to Her Majesty the Queen and the British Nation, not in any way to "interfere with the internal affairs of Abyssinia. That his Excellency the Commander-in- "Chief, Sir Robert Napier, is desirous of treating amicably all Abyssinians who are dis- "posed to be friendly and to act in good faith in promoting the object for which the "British Army has come, and that the British troops will be employed in no other way. "That the terms of his Proclamation, of which you should take some copies with you, "will be strictly adhered to, and when the work is finished, to carry out which the army "has been sent, it will immediately quit the country, leaving the Chiefs and people of "Abyssinia to arrange their affairs after their own fashion. You can explain that this "previously has been the course adopted with regard to Dejach Kassai, the *de facto* "ruler in Tigré. In the event of your meeting with any other rulers, Menelek or the "Galla Chiefs, for instance, a similar course should be followed.

"Dejach Wagshum Gobaze should be informed that it will be very desirable that "he should send some influential person, having his confidence, to meet his Excellency "at or after passing Lake Ashangi, to facilitate intercommunication, to give early and "good information, and to see that the Wagshum's orders for the production of "supplies are promptly attended to. Everything will be punctually paid for, such being "the invariable rule in a British army.

"Funds will be supplied to you for any expenses you may have to incur, as also a "suitable present for delivery to Dejach Wagshum Gobaze."

M. Münzinger left the camp of Antalo on the last day of February, in pursuance of his instructions, and travelling over the route subsequently followed by the Force, he met Meshasha, the Governor of Wadela, on the 11th March, near the Takazze River.

M. Münzinger leaves Antalo on a mission to Wagshum Gobaze.

Throughout his journey he was received in the most friendly manner by the Chiefs and the people. At Masgah he met friendly messengers from the Governors of Wadela and of Wofela, and from a Chief of the Raya Gallas. The inhabitants of Talanta, whom Theodore had plundered lately, were even then looking forward anxiously to the arrival of the British forces. Near the Amba Alaji, M. Münzinger had an interview with the Chief holding that mountain fastness, whose independence was threatened on the one side by Prince Kassai, on the other by the Wagshum Gobaze, and to whom he explained the policy of non-intervention which the English Government were determined to pursue with respect to native affairs. Near Lat he arranged with the Governor to have the roads repaired, and for the opening of a market. In the latter respect no difficulty

Interview with Waldo Yesus.

appears to have been met with at any part of his route, for the reports of the ready-money purchases made by the Force had preceded M. Münzinger's arrival.

Interview with Dejach Meshasha.

On the 11th March, M. Münzinger crossed the Takazze, and was met by Dejach Meshasha, the Governor of Wadela, who was accompanied by 100 troopers. Dejach Meshasha was described by M. Münzinger as a good looking man of determined character and unaffected manners, very much like an European in appearance. He undertook to provide messengers, and to render assistance in getting the road northward to Daffat repaired. M. Münzinger's arrival was looked upon as a guarantee that the troops would soon follow.

On the 13th March, M. Münzinger ascended the northern slope of the Wadela plateau, camping in the district of Santara, and thence, proceeding six miles over a barren

Kosso Amba.

desolate plain, void of water, herbage, and wood, he reached the district of Kosso Amba, at the head of the Jedda River, on the same day.

News was here brought that King Theodore had crossed the Bashilo and was then at Worke-waha, half-way between the river and Magdāla. The Wollo Gallas were said to be hovering around his army. Wagshum Gobaze was still in Begemeder, and Dejach Meshasha, though his army was constantly receiving reinforcements, had refrained from attacking the King through fear of his guns.

Between the 14th and 17th March, M. Münzinger explored a pass to the east of that of Wundach, but found it more difficult than the latter. Starting from Kosso Amba on the 14th, he reached Yennad (Ennad) on the same day; on the 15th he

Abuhie Meda.

reached the heights of Abuhie Meda, whence he returned over Kiskim Amba and Ain Takazze to the Wadela Plateau, which he ascended three miles east of Santara Camp.

On his return to Kosso-Amba, M. Münzinger joined a reconnoitring expedition to the Talanta Plateau, and as he expected Meshasha's troops to take flight on King Theodore making the least show of attacking them, he sent his heavy luggage out of the way to Tellasferri, to prevent its falling into the enemy's hands. On the 17th the reconnoitring party (about 1,000 troopers, with 20 fire-locks between them) crossed the valley of the Jedda, which was here a small running stream, the Kosso Amba, a rocky eminence about half a mile to the right being on the left bank of the river. The plateau above the river consisted of black volcanic rocks, the country being barren, with short grass, affording but scanty herbage.

Kosso Amba.

Meshasha camped on the plateau, five miles south of Kosso Amba, where he was joined by Lij Abigas, the Chief of Talanta. A large body of horse was thence sent in advance to occupy the Talanta Plateau. They were ordered to protect the inhabitants against the resentment of King Theodore, on account of their having deserted him in expectation of early British support, and to check the Wollo Gallas, then in possession of Daont.

Communicates with the captives in Magdāla.

M. Munzinger found means of communicating with the prisoners in Magdāla (on 22nd March he forwarded 400 dollars to Mr. Rassam), and was able to furnish to Sir Robert Napier an account of the defences of Magdāla, and of the forces at the disposal of the King. The King pretended that the English were anxious for peace, and said that "Jerusalem had at length sent its tribute." Want of water compelled the King's troops to descend to the Bashilo, and Meshasha, in order to avoid a collision, transferred

Kulf Amba.

his camp to the Kulf Amba, a stronghold six miles from Kosso Amba, near the edge of the plateau.

M. Münzinger succeeded, however, in collecting information regarding the direct road from Santara to Magdāla, which he considered in most respects preferable to that over Kosso-Amba. This route the Force took subsequently.

The supplies of bread grain and flour obtained at Antalo were more abundant than had been hitherto procured at any place by the force.

The following statement of purchases at Antalo shows the amount of these articles during the first month that place was occupied by British troops :—

Date.	Bread.	Grain.	Flour.
	lbs.	lbs.	lbs.
February 17th	18	51	—
,, 18th	290	133	—
,, 19th	24	5,062	—
,, 20th	496	3,004	18
,, 21st	809	3,465	—
,, 22nd	3,000	1,415	—
,, 23rd	—	554	126
,, 24th	—	1,797	583
,, 25th ..	700	7,104	2,736
,, 26th	378	7,606	2,859
,, 27th	310	3,085	7,777
,, 28th	439	1,463	3,994
,, 29th	176	2,299	4,127
March 1st	603	2,352	2,835
,, 2nd	450	7,952	1,777
,, 3rd	1,800	5,765	14,400
,, 4th	1,800	10,949	11,980
,, 5th	1,000	4,998	16,037
,, 6th	900	1,679	12,371
,, 7th	950	2,860	9,898
,, 8th	1,400	2,259	2,760
,, 9th	1,000	1,495	14,028
,, 10th	1,000	374	18,704
,, 11th	2,000	410	26,467
,, 12th	2,700	1,635	13,349
,, 13th	585	2,936	7,469
,, 14th	585	734	9,958
,, 15th	—	783	554
,, 16th	967	569	6,274
,, 17th	1,539	389	8,548
,, 18th	2,925	259	9,699
,, 19th	1,530	1,435	3,808

Ghee was also obtained at an average rate of 150 lbs. a-day; salt, 100 lbs.; pepper, 25 lbs.; onions, 200 lbs.; hay, 4,500 lbs.; firewood, 1,000 lbs.; tobacco, 10 lbs.; and coffee, 5 lbs., daily. A few bullocks were also obtained, and about 50 sheep a day.

Water supply.

All along the line of route improved arrangements for the water-supply had been made by Lieutenant Le Mesurier, and the Engineers under his command.

Engineer park.

The light engineer park (25 mule loads of stores), was ordered from Senafè to the front.

Field Hospital

Two field hospitals, completely equipped, left Senafè for the front on the 5th March.

Bazaars.

Orders were also issued for the establishment of a bazaar at Senafè and Antalo.

Arrival Antalo elephan and mo

The 8-inch mortars and elephants for the Armstrong Battery, with 50,000 dollars, escorted by the Head-Quarters of the Belooch Regiment, arrived at Antalo on the 11th March.

Tea and sugar rations reduced.

The scale of rations of tea and sugar for European troops on the highlands was at this time ordered to be half an ounce and one and a-half ounce respectively.

The second reserve ammunition of every corps and battery ordered to Antalo, was sent to that post, where it was disposed of according to circumstances, and placed under charge of a competent officer, the remainder of the ammunition being detained at Senafè.

Conservancy rules for standing camps.

The following rules for the conservancy of standing camps in Abyssinia were published on the 4th March :—

"1 No ground is to be taken up for standing camps unless it has been inspected or "reported on by the Sanitary Officer.

"2. When lines are occupied, the Commanding Officer of the battery or regiment "occupying them will be held responsible for their condition, and, on vacation, he will "report that all ordinary refuse has been collected into heaps, that all glass has been "removed and buried, tent pegs taken up, followers huts pulled down and the material "stacked, excavations for cooking places levelled, latrines filled in and their sites marked "by raised mounds. This report is to be sent in before the rear-guard leaves the "ground.

"3. When lines are vacated the Sanitary Officer will take possession of them and "prepare them for re-occupation.

"4. Should there happen to be fragments of carcases, half burnt bones or garbage "on the ground, all will be collected and thoroughly burnt, and the ashes buried in pits "not less than 4 feet deep. The ground from which the fragments were removed and "that upon which they were burnt, is to be deodorized when practicable, the surface "being removed and replaced by fresh and dry earth.

Latrines.

"*Latrines.*—Latrines will in all cases be opened as soon as lines are taken up: "they are to be made as narrow and as deep as possible, a covering of from 8 to 12 "inches of loose earth is to be thrown in every night, and when within two feet of the "surface they are to be filled in and others opened, a raised mound is to mark the "old sites.

"They are to be made both for troops and followers, and Regimental and Depart- "mental Medical Officers will visit them from time to time to see that they are properly "maintained.

"Commanding Officers and Heads of Department will be good enough to report "to the Assistant Quartermaster-General upon this subject as soon as possible.

[illegible]

"*Lines.*—The greatest attention is to be paid to the cleanliness of the lines, and "all ordinary refuse is to be thrown into one place, from whence it will be removed "by the general conservancy establishment.

"*Ventilation.*—The lines of ventilation are to run with the prevailing winds, and "the lines of tents are, if practicable, to be in echelon.

"*Horses.*—All horses are to be to leeward of their respective lines.

"*Followers' Huts.*—Followers' huts are also to be to leeward, no deviation is to be "allowed from the lines of direction, and especial attention is to be paid to their "cleanliness.

[illegible]

"*Tents.*—The practice of making water near the tents is to be checked, and no "bones, broken victuals, or other refuse, is to be allowed to accumulate.

"If straw be used for bedding it is to be kept dry, plaited along the foot line, and "pegged down; it is to be exposed to the sun and air and changed as often as possible.

"Every 8th day the walls of the tents are to be taken down at 6 A.M. (weather

"permitting), all kit is to be removed so that sun and air may have free access. They "will be kept down for one hour.

"If the tents be rowties they will be struck for the same length of time and their "sites freely exposed.

"All tents are to be trenched if occupied more than a week, and, if necessary, these "trenches are to be connected with a surface drain.

"The ground inside of the tents is not to be excavated.

"*Minor Establishments.*—All cook-rooms, workshops, forges, shoeing sheds, and "similar minor establishments are to be placed to leeward, and their refuse is never to "be allowed to accumulate for more than one clear working day.

Litter. "*Litter.*—The stable litter of the different lines is to be collected in heaps and "removed from time to time by the conservancy establishment.

Slaughter Yards. "*Slaughter Yards, &c.*—The Assistant Commissary-General will be good enough to "see that proper limits are assigned to the cattle pens, slaughter yards and hanging "ground, and within those limits the most scrupulous cleanliness is to be observed.

"Refuse matter and offal are to be removed at once to a distance of 200 yards to "leeward. They are then to be buried in pits as deep as the nature of the ground will "admit of being dug.

"No skins are to be dried within 200 yards of the slaughter yards, and then only to "leeward.

"Lines will be assigned to the public followers, and Heads of Departments will be "held responsible for their condition.

"References upon general questions of conservancy are to be made to the Sanitary "Officer, who at all times is to have access to every part of the camp."

Transport Train ordered to purchase Officers' transport animals.

On account of the reduction of baggage, officers were at this time allowed to offer their private transport animals for sale to the Transport Train.

All mules or ponies tendered for sale by regiments or officers were valued by a Committee composed of an officer of the Land Transport Train, an officer of the Cavalry, and a Veterinary Surgeon.

This Committee having decided the value of any animal sent for inspection, declared its opinion whether it was fit for immediate service in the Land Transport Train, and the senior officer of the Train at each station was prohibited from purchasing any animal declared inefficient for immediate service.

Carri... am...

Orders were also issued directing that boxes containing ammunition were to be carried on "Otago" saddles, when such were available. The proportion of boxes to a mule was three boxes of Snider or smooth-bore ammunition, and two of Enfield. When "Otago" saddles, however, were not available for the purpose, only two b... of the former were carried.*

All regiments and detachments leaving Senafè or other highland stati... front, were provided with rations for 15 days, to be received into regiments... issued agreeably to scale under regimental arrangements, the Commis... its operations to the supply of medical comforts, the purchase and supp... cattle, grass, grain, wood, and any other article such as ghee, flour, b... might be procurable locally. The last-mentioned articles were rece... whenever tendered by the Commissariat, the similar ration articles in r... being kept intact so far as such local issues would admit.†

* For description of Otago and other saddles, see Chapter XXVIII.

† For General Commissariat arrangements, see Chapter XXIV.

Transport Train arrangements.

The Transport Train Mules, attached to regiments, &c., that became unladen as rations were consumed, were delivered over day by day to the officer in charge of the Train, who placed them at the disposal of the Commissariat Officer for the carriage of local purchases.

Responsibilities of Regimental and Transport Officers for care of mules.

Officers commanding regiments and batteries on the march, were held responsible that the mules attached to their respective corps were properly watered and fed.

Transport Train Officers were only responsible for the equipment and interior economy of the Transport Train, and for the discipline and rationing of the muleteers For this purpose a Train Officer was, when available, attached to each corps.

Treasure return.

All officers in charge of Treasure submitted to the Senior Military Paymaster, bi-weekly returns of cash balances in hand; these returns were made up on the evening of every Wednesday and Saturday.*

Private telegrams prohibited

Right of sending telegrams limited.

At this time, it was brought to notice that some telegrams of importance from Adigrat to Zula had been delayed owing to the line being engaged for the transmission of private and service messages of trivial importance, the Commander-in-Chief consequently directed that in future no private messages were to be received at telegraph offices, and that no service message was to be despatched unless signed by an Officer Commanding a division or station, by an officer of the Quartermaster-General's Department, the Military Secretary, Controller of Supply and Transport, or by the Deputy Commissary-General.†

Meanwhile, at Zula, the disembarkation of transport animals and Commissariat and Military Stores actively proceeded.

Condition of clothing of followers at Antalo.

Prior to the departure of Sir Robert Napier from Antalo, the clothing and necessaries in charge of the followers who had marched thus far with the Force, were inspected. The boots, shoes, and socks, of nearly all the followers were by this time worn out with constant marching. All private, and most of the public followers attached to the Force had been sent back to Zula, and the followers with the Force at Antalo consequently consisted almost exclusively of hospital establishments, dhooly-bearers, and water-carriers. All deficiences were, as far as possible, made good prior to the departure of each corps to the front.

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* For detailed pay and financial arrangements, see Chapter V.

† This order reduced considerably the telegraph traffic. See Chapter XXII.

END OF VOLUME I.

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